

FOR EUROPE & AMERICA
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE REPORT
Subscription, paid in advance,
\$12 per annum. Postage to any
part of the World \$2.

Hongkong Daily Press.

ESTABLISHED 1857

NOW READY
THE
DIRECTORY & CHRONICLE
FOR 1909.
Complete Edition ... \$10.00
Small ... 6 00
Orders may be sent to the
Hongkong Daily Press Office and
to the Local Booksellers.

No. 15,869. 號九十六百八千五萬一第 日一十月二年元統宣 HONGKONG, TUESDAY, MARCH 2ND, 1909. 二拜禮 號二月三年九零百九千一英港香 PRICE, \$3 PER MONTH.

THERMOS FLASKS

LARGE AND SMALL SIZES.

HOT or COLD beverages maintained at
original temperature for 24 hours.

INVALUABLE TO SPORTSMEN.

A. S. WATSON & CO.,
LIMITED,
ALEXANDRA BUILDINGS.
[a30]

NEW PIANOS

ON HIRE

AT \$10 PER MONTH.

TUNING AND

REGULAR

ATTENTION

INCLUSIVE.

S. MOUTRIE & CO.,
LIMITED.

CHATER ROAD.

Hongkong, 1st October, 1908. [a40.1]

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

In Casks 375 lbs. net \$5.50 per cask ex Factory
In Bags 250 lbs. net \$3.45 per bag ex Factory
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 29th April, 1908. [a1647]

THE GRAND HOTEL.

DIVISION STREET, KOBE.

FIRST-CLASS CUISINE.

COMFORTABLE & AIRY BEDROOMS.
Situated in close proximity to the Harbour
and Railway Station.

BEST WINES AND LIQUORS SUPPLIED.

Special arrangements for a long stay.

F. DOMBALIE, Proprietor.
M. MAILLE, [a46]

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS.
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.
every 4 hours.

Extra Cars at 11.30 p.m. and 11.45 p.m.

SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 12.00 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS at 8.45 p.m. & 9.00 p.m. 9.45 to
11.15 p.m. every half hour.

SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings, Des
Voeux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 9th May, 1907. [1374]

THE



OF

WATKINS' DISPENSARY

Has been thrown into the Rubbish Heap!
Why? Because the establishment will be open

DAY AND NIGHT

FROM YEAR END TO YEAR END

AND QUALIFIED ENGLISH CHEMISTS

will always be on DUTY to

DISPENSE DRUGS AND PREPARE PRESCRIPTIONS.

WATKINS LTD.,

CHEMISTS AND DRUGGISTS,

31, QUEEN'S ROAD CENTRAL,
HONGKONG.

Night and Day Telephone: 492.

NO EXTRA CHARGE FOR NIGHT SERVICE.

Hongkong, 13th February, 1909. [a39]

CUTLER, PALMER & CO.,

WINE & SPIRIT MERCHANTS

OR

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY ★★★★★ - - - Per Case \$22.50

" ★★★★★ - - - 20.00

" ★★★★★ - - - 17.00

WHISKY, PALL MALL - - - 20.00

" JOHN WALKER & SONS' - - - 12.50

" OLD HIGHLAND - - - 10.50

" C. P. & CO.'S SPECIAL - - - 20.00

BLEND - - - 20.00

PORT WINE, INVALIDS - - - 13.50

" DOURO - - - 14.75

" SHERRY, FINO SUPERIOR - - - 16.00

" LA TORRE - - - 18.50

" OLD EAST INDIA - - - 20.00

" AMOROSO - - - 23.00

" ROYAL AMONTILLADO - - - 26.50

" CURIO SOLERA - - - QTS. 40.00 Pts. 42.00

BENEDICTINE, D.O.M. - - -

THE ABOVE ARE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.
[a51]

LANE, CRAWFORD & CO.

FOWNES' GLOVES.

LINCOLN, BENNETT & CO.'S

SOFT FELT HATS.

NEWEST STYLES IN

STRAW HATS.

SMART SHAPES IN

"WALK OVER" BOOTS.

"AQUASCUTUM" RAINCOATS.

LANE, CRAWFORD & CO.

Hongkong, 13th February, 1909 [a33]

TRADE

The GOLD MEDAL for Quality in the
Franco-British Exhibition has been awarded to



"WHITE HORSE"
WHISKY.

LANE, CRAWFORD & CO.

SOLE AGENTS.

MACKIE & CO. DISTILLERS LTD.

LAGAVULIN DISTILLERY, ISLAY.

MALT-MILL

CRAIGELLACHIE, GLENLIVET

Estab. 1742.

\$15 PER

NOTE.—Any persons proved guilty of re-filling our empty bottles with inferior W

will be refused supplies.

"POLO" BRAND

SCOTCH WHISKY.

(HOME BOTTLED)

\$15.00 PER DOZEN.

SOLE AGENTS—

CALDBECK, MACGREGOR & CO.,

WINE & SPIRIT MERCHANTS.

TELEPHONE No. 75.

Hongkong, 29th January, 1909.

15, Queen's Road Central. [a35]

C. LAZARUS & CO.,

60 & 61, BENTINCK STREET,

CALCUTTA.

BILLIARD TABLES

Manufactured in CALCUTTA of TIMBER which has been

THOROUGHLY SEASONED.

CATALOGUE AND PARTICULARS ON APPLICATION.

C. LAZARUS & CO., CALCUTTA.

985-1.

INSURANCES

NORTH BRITISH AND MERCAN.
TILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1907

\$18,114,624.

Authorized Capital ... \$23,000,000

Subscribed Capital ... 2,750,000

Paid-up Capital ... 687,500 0 0

IL Fire Funds ... 3,065,374 15 7

The Undersigned, AGENTS for the above
Company, are prepared to ACCEPT RISKS
against FIRE at Current Rates.

SHEWAN, TOMES & CO.,
Agents.
Hongkong, 21st July, 1908. [1019]

THE GLOBUS INSURANCE COMPANY

OF HAMBURG.

THE Undersigned, having been appointed

AGENTS for the above Company, are

prepared to ACCEPT RISKS against FIRE

at Current Rates.

CARLOWITZ & Co.
Hongkong, 13th August 1906. [28]

DR. M. H. CHAUN.

THE latest Method of the AMERICAN

SYSTEM OF DENTISTRY.

33, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 17th April, 1907. [1261]

SIEN TING

SURGEON DENTIST.

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1905. 1327

AUTOMATIC BROWNING

POCKET PISTOLS.

CALIBRE 7.65 m.m.

With CHAMBER for 8 CARTRIDGES

FIRING 8 SHOTS in 2 SECONDS.

SIEMSEN & Co.

Hongkong, 6th March, 1907. [47]

AUTOMATIC MAUSER

PISTOLS.

CALIBRE 7.65 m.m.

With CHAMBER for 10 CARTRIDGES

FIRING 10 SHOTS in 2 SECONDS.

CARLOWITZ & Co. Agents.

Hongkong, 13th March, 1907. [535]

NEW CARTRIDGES.

popular English Manufacturers. In

all Boxes and Sizes.

SMOKELESS POWDERS and CHILLED

Shot. From No. 10 to 88SG. at \$6.37 and

\$8.100. SPORTING REQUISITES

all GUNS in Variety.

WM. SCHMIDT & Co.

Hong, 26th October, 1906. [1445]

SINGON & CO.

STEEL, METAL and HARD-

WARE MERCHANTS. Wholesale

and Retail. Ironmongers, Pig Iron and

Foundry Coke Importers. General Store-

keepers and Shipchangers. Nos. 35 & 37, HING

POONG STREET, (2nd Street, west of Central

Market) Telephone No. 515. [660]

HOTELS

HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons.
String Band Plays during Tiffin and Dinner.
Well Furnished Reception Rooms.
Private Bar and Billiard Room for Hotel

Residents.

Electric Lifts to each Floor.

Electric Lighting and Fans.

Telephones on every Floor.

Every Comfort.

Ladies' Afternoon Tea Rooms.

Ladies' Cloak Rooms.

Matron in attendance.

CHARGES MODERATE, AND NO EXTRAS.

A. F. DAVIES, Manager.

Hongkong, 24th July, 1905. [a233]

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.

Private Bar and Billiard-Rooms.

Hot and Cold Water throughout.

Electrically Lighted; Electric Fans (if

required).

Electric Passenger Elevator to each floor.

Table D'Hôte at separate tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 4th December, 1907. [a44]

"KINGSOLERE"

PRIVATE HOTEL.

APPROACH FROM KENNEDY ROAD AND

MACDONNELL ROAD.

Telephone No. 134.

Telegraphic Address: "SACHSOLA."

A.B.C. Code, 5th Ed.

ELECTRIC LIGHT, Hot and Cold Water

throughout. Billiards, Tennis, Croquet,

putting green and fine stabling for horses.

Proprietress, Mrs. G. SACHSE.

"BRAESIDE,"

PRIVATE HOTEL.

STANDING in its own grounds with Tennis

and Croquet Lawns, Large Airy and

Well Furnished Rooms, every home comfort.

Fine View of the Harbour.

Telephone No. 690.

Apply to— Mrs. F. W. WATTS.

"Braeside," 20, Macdonnell Road.

Hongkong, 4th December, 1907. [a44]

ORIENTAL HOTEL

TELEPHONE 197.

No. 2, QUEEN'S ROAD CENTRAL.

Mrs. M. MATTHAEY, Proprietress.

A thoroughly First-Class and Up-to-Date Hotel

Large and Airy Rooms, affording every comfort

to Residents and Tourists.

Table D'Hôte at Separate Tables.

MODERATE RATES.

Telegraphic address: "Comfort," Hongkong.

For Particulars, apply to

M. MATTHAEY,

Proprietress.

Hongkong, 5th October, 1908. [a43]

"BOA VISTA"

(HOTEL-SANITARIUM OF SOUTH

CHINA).

MACAO.

THE Hotel is under European manage-

ment and most strict supervision as to

food, cleanliness and hygiene of the place.

All comforts of a home.

A most pleasant retreat for those desirous of

a few days rest and quiet.

Comfortable accommodation for travellers

paying a visit to the historical and picturesque

colony of Macao.

Macao is 40 miles south-west of Hongkong.

Two steamers (s.s. Sui An and Sui Tai) daily to

and from Hongkong, and two steamers to and

from Canton, give easy communication with

both these centres.

Cable Address: "BOAVISTA."

For Terms, apply to

THE MANAGER.

[a196]

VICTORIA HOTEL

SHAMEN-CANTON.

MANAGER—MR. H. HAYNES.

Telegraphic address: "VICTORIA, SHAMEN."

SITUATED ON THE BRITISH CONCESSION.

INTIMATION

A. S. WATSON & CO.
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS

CHAMPAGNE

DE ST. MARCEAUX & Co.,
REIMS.

VINTAGES

1898 & 1900.

VIN BRUT AND VERY DRY.

PER CASE 1-DOZ. QUARTS.

PRICE \$52.00

PER CASE 2 DOZ. PINTS.

PRICE \$54.00

CHAMPAGNE

DE ST. MARCEAUX & Co.,
is the most Popular Wine in England
and Europe To-day and invariably figures
on the Menus of Banquets, Dinners, and
Suppers given by Reigning Monarchs,
Ministers of State, Merchant Guilds,
Sporting Clubs, &c. &c.

SOLE AGENTS—

A. S. WATSON & CO.
LIMITED,

ALEXANDRA BUILDINGS.

Hongkong, 12th February, 1909.

[29]

NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news
should be addressed to THE EDITOR.
Correspondents must forward their names and
addresses with communications addressed to the
Editor, not for publication but as evidence of
good faith.

All letters for publication should be written on
one side of paper only.
No anonymously signed communications that
have already appeared in other papers will be
inserted.

Orders for extra copies of DAILY PRESS
should be sent before 11 a.m. on day of
publication. After that hour the supply is
limited. Only supply for Cash.
Telegraphic Address: PRESS.
Cable: A.B.C. 5th Ed. Lieber.
P. O. Box, 34. Telephone No. 12.

HONGKONG OFFICE: 10A, DES VOUTS ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, MARCH 2ND 1909.

WE announce in another column the fact
that twenty-six opium divans were closed in
Hongkong yesterday in accordance with an
arrangement made some time ago by the
Government with the Opium Farmer. It is
ten months since the Secretary of State for
the Colonies communicated to the Governor
by telegram the decision of His Majesty's
Government that steps must be immediate-
ly taken to close the so-called opium dens
in the Colony as the Government felt that
they must act up to the standard set in this
matter by the Chinese Government. The
disorganisation of the finances of the Colony
which such action would entail naturally
aroused strong opposition in the Colony.
From statements made in the House of
Commons we know that in the interval
His Excellency the Governor has represented
to the Government the difficulties in the
way of any immediate compliance with the in-
structions received, and mention has been
made in Parliament also of certain recom-
mendations on the subject by the Governor
which have apparently been engaging the
attention of the Colonial Office for months
past. What those recommendations are
have not yet been disclosed, nor is it
necessary to conclude from the fact that
twenty-six divans were closed yesterday
that the Governor's recommendations have
been rejected, for, as we have said,
the arrangement which came into force
yesterday appears to have concluded
several months ago. The closing of

twenty-six divans in the Colony, out of
a total exceeding two hundred, cannot
materially affect the value of the Opium
Farmer's monopoly, and it will occasion no
surprise to learn that whatever claim the
Farmer might have considered himself
justified in preferring in the matter was
waived and that the negotiations were con-
ducted in a perfectly conciliatory manner.
What business has hitherto been done by
the twenty-six houses which are now closed
will no doubt be distributed among the
remaining houses, and the only people to
suffer are the persons who have been thus
deprived of their occupations, and—
unless the premises are let for other purposes
—the Colonial Treasury which will suffer a
small loss in revenue from taxation. In
Shanghai, Amoy and other places arrange-
ments have been made for closing in
quarterly batches the whole of the
divans within the jurisdiction of the
respective municipal councils, but so
far as we are able to learn the future
course of action in Hongkong has not yet
been settled. The contract with the Opium
Farmer has another twelve months to run,
and whatever decision is taken in the
meantime is not, we surmise, likely to come
into operation until the 1st of March 1910.
Now that the Opium Commission at Shang-
hai has practically concluded its deliberations
we may not have long to wait for the
Imperial Government's decision upon the
recommendations sent Home by His
Excellency the Governor. Though their
nature has not been made public we may be
quite sure that the object of them all is to
avoid any violent dislocation of the Colony's
finances, and when at the end of February
next the present opium contract expires, it
can hardly be contemplated that the business
will entirely cease. No better plan of dealing
with this difficult question has been
suggested than that formulated last year
by the local Committee of the China
Association. Their suggestion was that the
divans should not be interfered with during
the period of the present farm, but that the
number of chests drawable should be re-
duced from 1,800 to 1,200 per annum, and
that in the new contract to be made in 1910
the number should be reduced to 900 chests,
until 1913 when a scheme of annual re-
duction should be adopted, the details de-
pending upon the progress of China's efforts
to eradicate poppy cultivation. The advantage
of this plan of gradual reduction is that any
violent dislocation of the Colony's finances
is avoided, and it should appeal to the most
ardent advocate of the suppression of opium
as a plan better calculated to achieve that
purpose than the annual compulsory closing
of a certain percentage of the houses which
would not necessarily result in a correspond-
ing decrease in the quantity of opium
consumed.

Another case of plague at Kowloon City was
notified yesterday.

For the first time in many months the stocks
were utilised again yesterday. A native who
appeared before Mr. J. H. Kemp at the
Magistrate's on a charge of returning from
banishment was sentenced to six months' imprisonment and three hours' stocks.

The return of visitors to the City Hall Library
and Museum for the week ending the 28th
February, 1909 shows that of non-Chinese there
were 459 to the Library and 205 to the Museum
and of Chinese 230 to the former and 2625 to
the latter. The Library was, therefore, used
by 689 persons and the Museum by 2,830.

The return of the number of cases of com-
municable disease in the Colony during the week
ended the 27th ult. shows 4 cases of plague (3
fatal), 1 fatal case of diphtheria (Chinese), 2
cases of enteric fever, not fatal, and 3 imported
cases of small pox, the patients being Indians.
All, excepting the case of diphtheria, occurred
in districts other than the City of Victoria.

The Hon. Treasurer of the Alice Memorial
and Affiliated Hospitals begs to acknowledge,
with thanks, the following donations to the
funds of the Hospitals:—

| | |
|---------------------------|-----|
| R.G.O. Passage Money Fund | 50- |
| A. Ross & Co. | 30 |
| Douglas S.S. Co. Ltd. | 25 |
| Gibb, Livingston & Co. | 25 |
| Gilman & Co. | 25 |
| Sperry Flour Co. | 25 |
| Brewer & Co. | 10 |
| Mr. L. Gibbs | 10 |

Mr. Rufus Hildreth Thayer, the Judge of
the U.S. Court for China, accompanied by Mrs.
Thayer, arrived at Shanghai last week by the
T.K.K.S. *Chiyo Maru*. He was met by Mr. C.A.
Donby, U.S. Consul-General, Mr. W.R. Dorsey,
Deputy Consul-General, and Mr. A. Bassett,
District Attorney. A large gathering of
Americans, including Mr. Murray Warner,
President, and the Committee of the American
Association, assembled upon the jetty to meet
the new Judge. It is understood that the
American Association is planning some kind of
entertainment to the new Judge, but the final
arrangements were not made until it was known
whether he was accompanied by Mrs. Thayer.
For the present Mr. and Mrs. Thayer will stay
at the Palace Hotel.

The marriage which was to have taken place
yesterday between Mr. G. G. S. Forsyth, of the
Hongkong and Shanghai Bank, and Miss M.
E. Moir, of the Government Hospitals, was
unavoidably postponed through the regrettable
indisposition of the bride.

A seaman on the s.s. *Katfong* was charged
before Mr. J. R. Wood at the Magistrate's
yesterday with being in unlawful possession of
eleven tael of opium, and with being on board
the steamer without permission. On the first
charge he was fined \$25, and on the second
\$10. In another case before the same magis-
trate the cook of the steamer *Manila* was
arraigned on a charge of having secreted 249
taels of opium in the store room. He pleaded
not guilty and the case was remanded, defendant
being admitted to bail in the sum of \$200.

A case came before Commander Basil R. H.
Taylor, B.N., at the Marine Magistrate's Court
yesterday in which Mr. E. V. Monk, of Messrs.
Batterfield and Swire, proceeded against Captain
Reza of the Portuguese steamer *Sui Cheong*
for lying alongside the east side of the Kin
Hing wharf, and overlapping the wharf by 60 to
70 feet, in such a manner as to prevent the free
access of the British steamer *Sauai*, to the Yun
On wharf. Prosecutor informed the Court that
he, personally, knew nothing about the matter,
and the defendant was discharged.

A painful tragedy was brought to light last
week at Shanghai, when a Chinese servant
discovered his master—Mr. Friedrich Wilhelm
Hoffman—lying in his room in an unconscious
condition with a severe wound in his head and
a revolver lying near by on the floor. The
"boy" who made the discovery, reported the
matter. Medical men were summoned and Mr.
Hoffman's injuries were attended to at his
residence, where he remained in a critical
condition all day. Mr. Hoffman, who is of middle
age, was formerly a Captain in the German army,
and for some time was an instructor in the Chinese
army. Later he joined Messrs. Arnhold,
Karberg and Co., and had charge of the Arms
Department, but since last year he has been
carrying on business at No. 18 Kiango Road
under the style of F. W. Hoffman and Co.

GAMBLING AT THE RACES.

Private Robinson of "E" Co., The Buffs,
again appeared before Mr. J. H. Kemp at the
Magistrate's yesterday on the charge of gambling
on the race course, and of causing disorderly
behaviour. The defendant, it appears, introduced
the game of crown and anchor during the races,
a game in which the chances heavily favoured
the promoter, and which caused much discontent
among the Chinese who were persuaded to try
their luck. The police warned a number of the
Buffs when they started this game, but
eventually found it necessary to take action in
order to prevent its introduction at similar
gatherings. After hearing the evidence his
Worship took into consideration defendant's
demeanour and his previous good character.
He imposed a fine of \$10, and ordered that the
\$14 seized should be confiscated.

SANITARY BOARD.

At the usual fortnightly meeting to be held
this afternoon a letter from the Government
relative to the disciplinary measures in the
Sanitary Department will be read, and the
question of erecting a new slaughterhouse at
Shaukiwan will be discussed. The subject of
exhumation of bodies will again engage the
attention of the Board, and the question of
appointing a select committee to deal with such
applications will be considered.

HONGKONG OPIUM DIVANS (CLOSED).

Yesterday twenty-six of the opium divans in
Hongkong were closed. This is no new
measure but merely the arrangement arrived at
last year between the Hongkong Government
and the Opium Farmer coming into
effect. Consequent on the order issued by the
Imperial Government last year, which caused
so much consternation locally, the Colonial
Government took steps towards giving effect to
the instructions received and negotiations were
opened with the Opium Farmer which ended in
a compromise being made, the agreement to
close 26 houses during this year. When the
Opium Farmer's contract expires on the 28th
February next the whole question will probably
be considered afresh.

BANDMANN COMEDY CO.

The Bandmann Comedy Co. had another
successful evening at the City Hall last night
when the amusing farce "What happened to
Jones" was staged. With Mr. Charles Vane
in the title role, and with Miss Florence Hamer
as Mrs. Goodly (Ebenezer's wife) the play went
without a hitch until the curtain dropped to a
satisfactory conclusion.

THE OPIUM COMMISSION.

The thirteenth Session of the Commission
opened at 10.30 a.m. on the 25th ult.
Four Resolutions were submitted by the
Chinese Delegation for consideration. Of the
one was withdrawn. Mr. Tang Kuo-an,
pressing himself satisfied with a sympathy
statement made in connection therewith by
Chief Commissioner for Great Britain,
Right Honourable Sir Cecil Clementi
whose remarks elicited the enormous
Chief Commissioner for Japan. The
Resolutions were accepted
Commission after amendments at the
of the French and American Dele-
gation. This completed the real business of
the session.
All the Resolutions adopted were
Committee for revision, and were
for final acceptance by the Com-
mission on the 26th ult.

TELEGRAMS.

[Protected by the Telegraphic Message
Copyright Ordinance, 1894.]

[REUTER'S SERVICE TO THE "HONGKONG
DAILY PRESS"]

THE U. S. NAVAL BILL.

LONDON, February 28th.

The Senate Committee at Wash-
ington has eliminated the amendment
to the Naval Bill which provided that
at the discretion of the President half
the battleship fleet should be kept in
the waters of the Pacific if practicable.

President Roosevelt opposed the
amendment on the ground that the
division of the battleships weakened
the force, and illustrated his point by
a reference to the experience of Russia
in the war with Japan.

THE BALKANS.

LONDON, February 28th.

A Belgrade telegram states that on
the news being published yesterday
that Russia was joining the Powers
who are intervening in the dispute,
excitement became intense and the
bitterest resentment is being ex-
pressed. The leaders in all the
newspapers condemn Russia's action.

LONDON, March 1st.

The Russian Government in a com-
munication to Serbia declares that in
view of the political situation the
maintenance of a pacific attitude in
Serbia is of vital interest. The
Russian Government, the communica-
tion states, is in a position to know
that the territorial aspirations of
Serbia find neither support nor sym-
pathy among the Powers and might
lead to war with Austria.

THE SWADESHI MOVEMENT IN
BENGAL.

AN INTERESTING INSURANCE QUESTION.
Really we shall all have to go to Bengal for
enlightenment on political and economic ques-
tions, says the *Times of India*. "Recently we
had to call the attention of the Bengal patriots
to the fact that their one Swadeshi cotton mill
was apparently insured in English offices, and
suggested that this was an outrage against the
loving boycott for which someone should be made
to hang. Now we have the explanation. The
Bengal Swadeshi do not insure in Bengal
Insurance Companies, because—we have the
authority of the *Indian Press* for it—they do
not wish the losses to fall on Swadeshi Com-
panies. There the practical Bengali for you.
Pay premiums to a Swadeshi Insurance Company?
Not a bit of it for upon that Company would
fall any loss, so that all premia must go to the
rival across the street. Can we wonder, after
this, that Bengal is the one Province in India
where the Swadeshi movement has been
absolutely sterile?"

THE ROMANCE OF INSECT LIFE.

Mr. F. Martin Duncan in a Lecture at the
London Institution on "The Romance of
Insect Life" said that insect life teemed
with romance of a wonderful character. Bees
had a great deal of character, inasmuch as
they had their likes and dislikes. They had a
great repugnance for artificial scents and
strongly objected to vivid colours worn by
human beings. They imagined, when they
saw a vivid mass of colour coming towards them,
that it was a repellent flower, and when they
found it was a piece of cloth with no pollen they
became disgusted. They were very intolerant
of any foreign substance being placed in front
of the opening of the hive, though they would
permit certain insects, such as the death-head
hawk-moth, to enter it. The bee only used
its sting as a means of defence and never
as a weapon for capturing its prey, like the wasp.
One spring morning he was surprised to see
what looked like one of the round flower-buds
of the orchid fall upon the back of a bee. The
bee kicked, and he found that it was really a
spider, which in its markings and colouring
represented an unopened flowerbud of the
orchid—a remarkable piece of mimicry. The
spider smelt the honey from the bee and
dropped it on the ground. Later in the season
they would find many of the oak-trees nearly
stripped of their foliage. He warned the
children not to choose for their afternoon staid
an oak tree with its foliage a good deal bitten.
Should they fall asleep under its shade and make
musical sounds, some of the inhabitants of the
tree had a habit of letting themselves down on
the end of a silken thread to see where the noise
came from. These insects were known as looped
caterpillars. Caterpillars of the lobster moth
were very quarrelsome, and when they met on a
bough, a great row was made. They
waived their arms, and neither would make room
for the other to pass. They then started biting
each other's slender legs off, and the insect with
the quickest-acting jaws got the best of it. The
woolly bear caterpillar had to be handled with
care. If it was handled too roughly, the long,
delicate grey hairs on the body broke off, and
caused an irritating rash on the hands. These
hairs were useful in preventing the insect from
being devoured. A young toad might swallow
one, but he had such a tickling and itching
inside that he would never swallow another. A
Canadian moth gained protection from its
wonderful resemblance to the face of an owl with
its great eye-marks, while the purple emperor
found safety in its colour. A more
curious instance of protective mimicry was
that of one butterfly pretending to be another
very dissimilar one. The mimic was a
very mimicking stick and fallen leaves.
Over and over again were carried from one
mother by the gust or the mosquito. It
lady grant who did the damage; the
was a vegetarian. It was through
that these gnats spent the early
their lives in water that we were able
the disease and gradually stamp it out.

CORRESPONDENCE.

THE TOKYO TRAMWAYS.

[TO THE EDITOR OF THE "HONGKONG
DAILY PRESS."]

SIR,—Your Tokyo correspondent, under date
of January 2nd, discussed the much vexed
question of the Tokyo tramways in a sense
somewhat favourable to the company and very
unfavourable to the citizens and Press of Japan's
metropolis. There is, however, another side to
the question, which in justice to what is
perhaps the most progressive Press in the world
should be put before your readers.
Your correspondent refers to the extensions
now being carried out, which, he states, will be
unprofitable until the population increases, and
argues that "this heavy capital outlay can only
have one effect unless the fare is raised." The
one effect, presumably, is a decrease in the
dividend, although only a nominal
decrease. To the present capital expended
will have to be added the capital expended on
the extensions, and with no extra revenue from
these extensions, the dividend, calculated on the
increased capital expended, will not be as high
as at present. Thus the company's demand is
practically for an increased revenue to enable it
to cover the loss caused by certain suburban ex-
tensions. If its charter compels the company to
to make these extensions, as your correspondent
states, why has the company never attempted to
obtain an alteration in the charter which would
release it from the obligation of constructing
lines which cannot pay? Taking your
correspondent's reason for the increase of the
fare as correct, is it very unnatural for the
citizens of Tokyo to object to a proposal which
taxes a large number for the benefit of the few
persons to whom the extensions of the tramway
are of value?

Your correspondent states that "three old
companies were amalgamated with a subscribed
capital of 60,000,000 yen." It may be pointed
out, however, that the latest dividends declared
were based on a capital of 43,500,000 yen. Thus,
the last balance sheet showed 870,000 yen set
apart for dividends for the half year, which was
stated to be at the rate of 4 per cent. per annum.
The sum of 43,500,000 yen may therefore be
taken as the paid up capital of the company. The
point is of some importance because undoubtedly
the whole cause of the trouble lies in the
immense capital expenditure per mile. At the
time the municipalisation proposal mentioned
by your correspondent was made—a year ago—
the company was paying dividends on a capital
of 35,250,000 yen and was stated by one authority
to have six million yen in hand. From this it
may be concluded that the company has in hand
or has expended since that time the sum of
14,250,000 yen, or sufficient, as will be shown
later, to construct over 100 miles of double track
and 2000 miles of single track—more than the
whole length of the extensions which are to
be added in the course of the next seven years.

At the time of the municipalisation proposal
the company had expended on the lines,
deducting the six million yen said to be in
hand, the sum of 29,250,000 yen. The length
of single track was then stated by the Mayor
of Tokyo to be 90 miles, but as the estimate
seems a low one, it will be fairer to take the
total at 100 miles single track, which gives a
capital expenditure per mile of 292,500 yen.
Considering the lower cost of labour in Japan
it might not unreasonably be expected to find
the capital expenditure per mile lower in this
country than in the West, but an examination of
the statistics shows this not to be the case. At
the Congress held at the Franco-British Ex-
hibition in London last year Sir Clifton
Robinson, the tramway expert, gave some statis-
tics as to the capital expenditure per mile
on tramways in different countries. From these
it appears that the capital expenditure per mile
of single track on English tramways amounts
to £16,648 (about 166,480 yen); in the United
States to \$20,000 (200,000 yen); and in Canada
to \$14,287 (142,870 yen). Even the London
County Council tramways, which have the
largest capital expenditure of any tramways in
the world, only show an expenditure of £30,000
(300,000 yen) per mile.

It will thus be seen that the capital expendi-
ture per mile on the Tokyo tramways is nearly
equal to that of the London County Council
tramways, while it very materially exceeds the
average expenditure per mile on English,
American and Canadian tramways. I have
no statistics as to the capital expenditure
per mile on other London tramways,
but as Sir Clifton Robinson calculates the
cost of construction on the London
United tramways at £13,000 (130,000 yen)
per mile double track, on this basis
the 100 miles of line in Tokyo should have
cost 6,500,000 yen and the cars, power house,
etc. 22,750,000 yen. Part of this 22,750,000
yen was, however, expended in part payment for
the widening of the streets in Tokyo, and it is
a question how far this has affected the capital
expenditure.

In whatever way the large expenditure per
mile has been incurred, however, it remains
obvious that with such a large capital outlay the
company cannot expect to pay a large dividend
without a disproportionate increase in the fare, to
which method of remedying the financial affairs
of the company the citizens of Tokyo rightly
object. The present fare is 4 sen (roughly a
penny), to which an extra sen must be added
for transit tax. By allowances for return and
workmen's and students' tickets the company
contends that the amount it receives from each
passenger is reduced to 3½ sen. As to the
average distance travelled by each passenger
there are reliable statistics, but from personal
observation I should say it was about 5 miles,
which would give an average of a little under a
sen (one farthing) a mile. What is the average
fare in London? Here is what Sir Clifton
Robinson says of the London United Tram-
ways, in which he is interested:—

"On the London United . . . we are
running daily upwards of 60 workmen's cars,
and on an average carry the passengers by these
cars over 5 miles for 1d., or less than a farthing
a mile, though in some cases the latter can
travel three miles for a penny, while the average
fare over the whole system for an ordinary
passenger works out at less than a halfpenny a
mile."

Taking into account the difference in the
standard of wages and living it seems reasonable
that the citizens of Tokyo should pay half the
amount paid by the citizens of London. Again,
in American cities the uniform fare for any
distance is 5 cents gold, corresponding to 10 sen
in Japanese money. The ordinary passenger on
the Tokyo tramways pays exactly half this
amount, when the transit tax is included, and,
considering the high standard of wages in
America, this also seems reasonable.

It has to be remembered that the original
charge on the Tokyo tramways was 3 sen, the
amount being raised to 4 sen on the petition of
the company. This addition of one sen was
thought at the time sufficient to put the
company in a satisfactory position. It now
appears to have been a prelude to an application
for a further increase.

To sum up, the whole trouble has arisen from
the enormous capital expenditure incurred by
the company. There may or may not be a
satisfactory explanation of how this charge was
incurred, but the contention of the citizens of
Tokyo seems fair—that the company should not
recoup itself at their expense for mismanagement
in which they were not concerned. The best
course seems to be for the company to go on
paying 4 per cent, the rate of the last dividend
paid, until such time as the extensions bring in
an increased revenue.—Yours, etc.,

TOKYO.

THE OLD "HONGKONG REGIMENT."

DEATH OF A WELL-KNOWN OFFICER.

A London correspondent writes—Hongkong
residents who still have a recollection of that
fine body of men known in the Army List for
some years as the Hongkong Regiment will
regret to learn of the death of another of the
brilliant young officers who served under
Major-General Sir E. Barrow, Colonel H. T.
Faithfull, and Major Retallick at Kowloon.
The death occurred at 46 Albany Villas,
Hove, of Major E. L. C. Berger, second-in-
command, 69th Punjabis, Indian Army, eldest
son of Major-General E. A. Berger, late 2nd
Lincoln Regiment (10th Foot), on the 22nd
January. The deceased officer was only 41
years of age. I have not heard the cause of his
death. It is three years or so since I met him
in the Hongkong and Shanghai Bank's office
in Lombard Street. He had just come home
or was on the eve of returning to India—I
forget which it was,—and as bright and vivacious
as ever and looking the picture of health,
though he told me he had suffered a good deal
from fever up on the Indian frontier. He had
not lost his interest in Hongkong affairs, and
plied me with numerous questions about Hong-
kong personages.

It is almost impossible to believe that so
many of those young officers have gone the
way we all must go some day. I remember
their landing from the troopship at Kowloon
and marching alongside of their men to the camping
ground near Chater's Bungalow. I talked with
them on the facilities Hongkong afforded for
cricket, football, shooting and other sport. It
was a bright day, and Hongkong looked
its best; and one could not fail to be
struck by the smart, alert, and soldier-
like appearance of Barrow's picked com-
pany of officers, who were worthy of the men
they controlled. One was drowned soon after-
wards in the *Dokhara*, having been a member of
the ill-fated Hongkong cricket team returning
from Shanghai. Then young Campbell, whose
stylish cricket used to please connoisseurs as they
sat in the old Pavilion; and afterwards M. Carthy
Ray, who was to serve in two campaigns (the
Relief of the Peking Legations and the Tibet
Expedition) before his promising career was
cut short. Now it is Berger—one of the
merriest, open-hearted, open-handed, and most
devoted to his profession you could meet in a
long day's journey. There should be many who
still remember him in Hongkong and up and
down the China Coast, and who will regret to
hear of his early death.

I ran against Colonel Dyson, of the Army
Pay Department, in the Sports Club the other
day. He had come up from Portsmouth to
spend a day with a mutual friend. He tells me
he still disports himself in the cricket field
whenever he gets a chance, and to judge from
his appearance I fancy he is good for many runs
yet before he sends in his papers as a cricketer
and becomes a critical old codger with the usual
fund of cricket stories.

WEATHER REPORT.

The Hongkong Observatory yesterday issued
the following report:—

On the 1st at 11.55 a.m.—The depression
is moving away over the Pacific to the E.W.
of Japan.
Pressure has increased slightly over S.W.
Japan and Luzon, and given way a little
over N. China. It remains low over Manchuria,
and highest over the Yangtze valley.
Moderate monsoon may be expected in the
Formosa Channel and along the northern
shores of the China Sea.
Hongkong rainfall for the 24 hours ending
at 10 a.m. to-day, 0.02 inches.

The forecast for the 24 hours ending at noon
to-day is as follows:—

| | |
|---|---|
| Hongkong & Neighbourhood | N.E. winds, moderate; fair, cloudy. |
| Formosa Channel | Same as No. 1. |
| South coast of China between Hongkong and Lamook | Same as No. 1. |
| South coast of China between Hongkong and Hainan | Same as No. 1. |

SUPREME COURT.

Monday, March 1st.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ
(ACTING PUISNE JUDGE).

BANK DRAFTS AND CONTRACTS.

Action was brought by Man Lee Chan and Co. against the International Banking Corporation to recover \$840 amount alleged to be payable under a bank draft dated November 14th 1908.

Mr. Otto Kong Sing represented the plaintiffs, and Mr. C. D. Wilkinson, of Messrs. Wilkinson and Grist, appeared for the defendants.

Mr. Kong Sing informed the Court that the plaintiffs were a firm carrying on business here, and on November 14th, 1908, a bank draft was drawn on the bank of Hamilton, Vancouver, payable to Man Lee Chan and Co. through the International Banking Corporation. The first of exchange was duly received by the Man Lee Chan firm and deposited in their safe.

About December 22nd of the same year this draft was stolen. Information was given to the police, and a warrant was issued against the person suspected of having stolen it, together with a further sum of \$8,000. On December 24th the managing partner of the plaintiff firm went to the defendant bank and took them a notice, acting on his solicitor's advice informing them that the draft had been lost, and asking them to stop it until the second of exchange was received.

Mr. Wilkinson—That part is not admitted. I am instructed that no such notice was ever received.

Mr. Kong Sing stated that the notice had been taken to the bank by the managing partners of the plaintiff firm, and had been rejected. On December 29th two of the partners of the firm went to the bank and tendered them a Chinese notice, which was refused. He understood that one of the employees at the bank advised the Man Lee Chan to telegraph to Vancouver, and this was done. On January 6th, on behalf of the plaintiff firm, he wrote to the manager of the International Banking Corporation informing him of the loss of the draft being stolen from the premises of the Man Lee Chan, and giving the bank notice to defer payment on presentation. In reply to that letter the International Banking Corporation wrote informing him that without further particulars the draft could not be traced, and that payment could not be stopped without advice from the person by whom the draft was issued. On January 6th the bank paid the first of exchange to some person or persons unknown. Notice was given to the plaintiffs some days afterwards, and later on, in February, the plaintiff firm received the second of exchange for this draft. This was presented for payment, and was endorsed by the bank in red ink.

His Lordship—Are all those facts admitted? Mr. Wilkinson—Not all, but even on those facts I submit that my friend has no case. The action is misconceived. He is unable to show any privity of contract whatsoever between the plaintiffs and the defendants.

Mr. Kong Sing—I submit it is obvious there is a privity of contract. This draft is payable to Man Lee Chan and Co.

His Lordship decided to hear Mr. Wilkinson. Mr. Wilkinson submitted that the drawer of a bill of exchange was under no liability whatsoever to the payee of a bill of exchange until a contract was established between them by the acceptance of the bill. Even if money was specially placed in the hands of the drawer for the purpose of meeting the bill there would be no privity of contract unless some special undertaking was given by the drawer to the payee to pay the amount.

Mr. Kong Sing submitted that the defendants were clearly liable on this point. It was clear in this case that the bank were the acceptors, for they had paid the first of exchange, and converted to their own use monies belonging to the payee.

His Lordship—You say it is the fact of their having paid the first bill that makes them acceptors.

Mr. Kong Sing—Yes, the fact of their having paid the bill is sufficient.

His Lordship reserved his decision.

BRITISH NORTH BORNEO.

CAPITAL FOR FURTHER DEVELOPMENT OF TERRITORY.

The directors of the British North Borneo Company announce an issue of par of 649,259 shares of £1 each, leaving for future issue £240,000 of the £2,000,000 capital authorised by the company's deed of settlement. It is explained that the objects in making this issue are—(1) to provide more capital for the further development of the company's territory; (2) to redeem the £461,600 outstanding 5 per cent. debentures and bonds, the interest on which (after redemption) will be available for dividend purposes.

From £14,196 in 1901 the surplus of revenue over expenditure has risen to £52,909 in 1907, and the dividend from 2 to 4 per cent., whilst the sum standing to the credit of profit and loss accounts in the last balance sheet, was £134,201. The prospectus points out that the company has among other assets, sovereign rights, under which it is empowered to frame and enforce laws, to fix Customs and other tariffs, and to levy taxes for revenue purposes within the State of North Borneo, and territorial rights over the whole of the state, the area of which is estimated at some 31,000 square miles, and a large portion of which is suitable for the cultivation of rubber and high-class tobacco.

The assets valued in the books at £1,451,000—include the marketable timber fifty million tons, while the company owns a fully equipped metre-gauge railway 125 miles in length, and about 800 miles of telegraph and telephone lines.

HOME AND CHINA AFFAIRS.

(FROM OUR OWN CORRESPONDENT).

LONDON, January 29th.

THE UNEMPLOYED.

It cannot be said that we are breaking into better weather commercially yet, any more than we can say the political horizon is clear. Storms are indicated in both sections of life.

For instance, there was an advertisement the other day for two warehousemen at a printing establishment in the City. It appeared in a morning paper. When the managing director of the business arrived at the office before tea o'clock he found the thoroughfare packed by a surging mob of three thousand applicants and he had to let himself in by climbing the outside of a spiral staircase. The men were crowding and pushing on the stairs to such an extent that the police had to be sent for. Gaining the idea that the advertisement was a hoax the mob started out to get somebody but the police managed after an hour or so's physical persuasion, to break them up. That sort of thing is happening every day.

Now down in Wales there are three thousand colliers idle, though they have offered to work at lower wages. The owners have no orders to supply. The coal is mainly ship's coal and there is a dead stump in freight shipping. On the Tyne the sight is pitiful—acres of water covered by idle freight steamers. The situation is so bad that owners of craft are actually forgetting to cut each other's throats, and the negotiations are going strongly for an international union of shipowners, with a view to an agreement when necessary to lay up vessels for an agreed period in times of depression. I am told the interests already subscribing to this plan have an aggregate capital of £50,000,000.

Again in Lancashire the cotton strike is likely to break out again, the men believing they are underpaid. There is a strike of bedstead makers in the Midlands and there is dissatisfaction everywhere.

THE POLITICAL CAMPE.

In political circles there is chaos and discord also. Liberals are glib at Conservatives for being inclined to split, regardless of the fact that across the Liberal party run almost as many signs of discord and cleavage as there are cracks on a badly boarded floor.

In the Liberal camp, to be brief, there are several active young men who plainly tell their leader: "You are making a lot of word-play against the House of Lords, but you can't kill them with your mouth. Why not dissolve and get the country to say whether this state of things is to continue?" But the Premier and the old gang like their chairs too well to vacate them; they lay their hands on their hearts and tell the world they have such a fund of righteous and noble things to distribute to mankind yet that it would be a sin to get out.

In the Conservative camp there is a mysterious body known as "the Confederates" who are bent on turning Lord Robert Cecil and the other Free Trade Conservative members out of the party. They are not for nothing the "Confederates" and as they are rather overdoing the aggressive tactics they are very likely to make it just chaos.

It is, though, the worst of the crisis in the Conservative camp is to be seen in the Liberal papers, and that inside the ranks there is less fighting than the reports indicate.

THE TOTTENHAM SENSATION.

We have suddenly had a bit of terroristic activity in North London that would have been more suitable on the soil of Idaho. Two Russian secret society members, apparently short of funds, set about with revolvers to take a bag containing fifty pounds payment for the workmen of a rubber reclamation works in Tottenham. A policeman and two others are shot and twenty are wounded before the two desperadoes are brought to bay. One shoots himself and the other is so badly wounded that he is in hospital. The money has disappeared—presumably into the hands of another accomplice. The one who shot himself served on the mining ship *Yankee* in Dalry harbour at the outbreak of the war. Just think of that in London. Two reckless men of powerful build, shooting their revolvers with intent to kill at every man or boy who stood up to them over a course of five miles running. On the way two men stood at the end of a road with guns in their hands. They were called to shoot the fugitives. They did not. Who would do so in an ordinary way in a London street at the passing of a prisoner? So the men went ahead and took pot shots at anybody who came within range.

Constable Tyler, who leaves a widow in weak health, fell shot through the head. His funeral was one of the most imposing that London policemen have arranged for many a year. His widow will be well cared for, in addition to a small police pension, there are funds galore coming in to the various newspaper offices for her.

Naturally this outrage makes people talk once more of the aliens who take refuge in England. That is not at all surprising, but it is probably unfair to judge the mass by the samples of the other day, though the police assert that secret societies are growing rapidly and fresh nests of desperate foreigners are springing up in quarters of London hitherto free from such pests.

But as a matter of fact the cold figures of the Government returns show that the working of the Aliens Act of 1905 has brought about a considerable decline in the number of immigrants. There has been a drop of 81,453 on the total number of Continental passengers coming to our ports. Of those passing on to America and elsewhere there has been a drop of 110,758. Of those who wanted to settle here 608 were last year refused admission and 356 were expelled for criminal or other reasons.

FORESTRY QUESTIONS.

Since President Roosevelt drew such lengthy attention to the evils of reckless destruction of forests, with the reports on North China as a demonstration, in his last Message to Congress, all nations seem to have become awakened to the serious questions involved. We have our own Government issuing a report in favour of extensive afforestation for the benefit of the unemployed, as well as for the country, and Canada too has intimated that she will take more stringent steps to protect her lumber wealth. The prospect of a timber famine is an ugly one for the world to face.

Now Germany is taking a hand in the matter too. Local authorities having shown themselves careless as to the destruction of wooded land for the provision of building sites a conference has just been held in Berlin and the Government has been urged to make the cutting down of tracts of timber subject to the sanction of the Government. As the Government has of late been active in preserving German forests it is probable that the desired step will be taken.

THE OPIUM QUESTION.

While the International Opium Conference is sitting in Shanghai there is to be great prayerful activity in the churches in this country. All denominations have been circularized by their heads to have special prayers in the churches and chapels next Sunday and every day throughout the Conference for the issuance of the debates in a sense hostile to the opium traffic. A pamphlet by Mr. Arnold Forster of the London Missionary Society against the traffic and the cultivation of opium in India is issued broadcast also to the different denominations. The Bishop of Durham, in an introduction says "It sets us as a nation at the dividing of two ways, the one leading to a retention of revenue along with great dishonour, the other to the dignity and elevation which by the resolve, at a real sacrifice, to renounce wrong."

A FORMER HONGKONG PASTOR.

To-day the Rev. G. J. Williams, formerly minister of the Union Church, Hongkong, starts for Australia from London. He has been for some time assistant home secretary for the London Missionary Society. Now he goes to Australia, for the purpose of first assisting and ultimately succeeding the Rev. Joseph King, who has been the Australian agent of the Society for many years.

In addition to his service at Hongkong, Mr. Williams was for a time at Canton, from 1892. On his return to England he was for five years in charge of a church at Halifax before joining the staff of the London Missionary Society.

LECTURE BY DR. CANTLIE.

Dr. James Cantlie, who recently lectured before the China Society on medical science in China, was again on the platform of the Society of Arts on Wednesday evening, as a lecturer on the part played by vermin in the spreading of disease. Of course a large part of the lecture was devoted to rats as the conveyors of plague, such as Hongkong and other ports have suffered from at various times. Dr. Cantlie said the abhorrence of vermin was part of the nature of the human race, and that the diseases that could be transmitted by means of the parasites which fed on them. Plague in men was associated with rats, the channel of transmission being the rat flea. The rat had been found from ancient times to be the cause of disease, and on that account had been shunned by mankind in all countries. Everywhere measures had to be taken to get down the rat whether by cats and dogs, or by means of poisons.

The fact that the serpent was an enemy of the rat and therefore potent in freeing people of the rat-scurge, explained why, on ancient coins there were figures on which the serpent was held aloft while a dead rat lay at the feet of the figure.

THE FORTHCOMING ROYAL VISIT TO NETHERLANDS INDIA.

The forthcoming visit of the Prince Consort of the Netherlands to the Dutch colonies in Holland is arousing great interest in Holland. It tends to give attention to those dutiful Dutch territories, and may result in a less stringent application of the chess-playing military policy, which has resulted in the long intercurrent war fare between the natives of Aceh, Celebes, Flores and other districts and islands and the inadequate forces of Dutch troops. In any case the visit is interesting, as it is the first time a Dutch Royal personage has visited the East for over fifty years. The modern growth of the coffee, rubber and other industries in Java and Sumatra has done much to awaken the stolid Dutch citizen to a sense of the potential wealth of Netherlands India.

The Prince has hopes, I hear, of impressing natives with the belief that the Dutch people are full of sympathetic interest in them, but he will probably be easily converted on the spot to the belief that in that case a ready rifle and adequate force of troops taken together have a wonderful persuasive way with them.

The visit, in any event, is not likely to take place till after April, when it is persisted, the Queen hopes to make her nation happy by a felicitous announcement as to an heir.

A FORTHCOMING MARRIAGE.

There is to be a marriage at the end of February that will undoubtedly interest all members of the various branches of the China Association. The secretary in London, Mr. Chaloner Grenville Alabaster, of the Inner Temple, barrister-at-law, will marry Miss Mabel Winifred May, fourth daughter of Colonel E. P. Mainwaring, late of the Indian Army.

Colonel Mainwaring is a neighbour of Lady Alabaster, the bridegroom's mother, for while she lives at Dilarum, Boscombe, the Mainwaring family divide their time between their house in Richmond Gardens, Bournemouth, and Milford-on-Sea, Hants.

Mr. Alabaster, it is, of course, the second son of the late Sir Chaloner Alabaster, K.C.M.G., former British Consul General at Canton. He is a keen fencer, popular man, looks the lawyer, and is also a keen politician, being identified with West London Primrose League movements.

THE CHINESE PROTOTYPING OF THE TAXI-CAB.

We are having a very pretty discussion on taxi-cabs just now, with intent to show that these supposedly modern developments, are, like many other such inventions, really a revival of methods long buried by the Chinese.

Professor Giles of Cambridge while tracing dynastic histories in the course of his Chinese work, unearthed a complete specification of the mechanism of a curious chariot in which there was an arrangement for registering the distances traversed. These taxi-cabs were first mentioned under the Chin dynasty (A.D. 265-419) and from that time down to the middle of the fourteenth century frequent allusions to such vehicles, known as "measure-mile-drum-chariots" are to be found in the dynastic histories.

The specification was placed in the hands of Professor Hopkinson by Professor Giles, and the Engineering Laboratory has turned out a model of the wheeled vehicle, accurately registering the distance travelled. At each li, or Chinese mile, a drum is struck, while at every tenth li a bell is rung. Professor Giles added in this communication of his research that the full specification with illustrations will shortly be published.

Then follows the piquant development from Professor Parker of Liverpool University. There is a fine sarcasm, as I read it in a letter he sends to the papers.

Possibly Liverpool is glad to get a little pin prick at the old University of Cambridge. Professor Parker says—"I beg to state that Professor Hirth, of Columbia University, New York, has already more than once cited this chapter from the Sung dynasty history (Ch. 149) in his demonstration that the ancient Chinese had no real acquaintance with the navigating compass, and in his examination into the 'specifications' of the south pointing carts. Moreover I have myself called attention to the 'taxi-cab' in the Asiatic Society's journal, Shanghai, Vol. 37, p. 197."

Dr. Giles's cart was two wheeled, and there were two stories to the box or bin (a receptacle like that in which Mr. Tupman and Mr. Snodgrass sit to view Mr. Winkle's struggles with the resistive nag).

"The wheels were ten feet in diameter and thirty in circumference, each revolution thus covering three Chinese 'paces.' It was a fighting cart, containing from eighteen to thirty warriors, and two artificial men, carved out of wood, marked the revolutions of the wheels by means of a connecting cog system."

The modern Chinese call a bicycle a "t'au-lun-ch'ue" or "single wheel cart"; yet because the poet of a thousand years ago sang that he was going easily along on his "t'au-lun-ch'ue," I should hardly be prepared to argue that the Chinese used bicycles a thousand years ago.

In a postscript Professor Parker inserts a mild sting: "As I notice you are now taking special interest in Chinese affairs, I think you might like to look up the 'specifications' for themselves in the Sung history with a view to seeing how they were used."

DISTINGUISHED VISITORS.

Two visitors to England are being made much of by those interested in the Far East. One is Teng Shoo-yi, the special envoy from China, who has come on here from America. He speaks English fairly well, and modestly asserts that he comes merely to "look over England" and study our conditions, but he is credited with the broader mission of satisfying the government and financiers that Chinese financial enterprises are worth serious attention.

He is in consultation with the Legation officials, the Foreign Office, and Sir John Mo. Leary Brown, from day to day, and incidentally he has been a real London "particular" fog, that has shut out the daylight for two days.

The other visitor is Dr. Stein, the explorer of Central Asia as a special officer of the Indian Government. Travellers and members of the Royal Geographical Society are intensely interested in his accounts of the awful region of deserts between the salt marshes of Lob Nor and the Tung Huang oasis, marking the extreme west of the Chinese province of Kansu. His account of the wonderful wall, built a hundred years before Christ by Chinese engineers in the face of enormous difficulties, remaining traceable for three hundred miles to this day, has also struck the mind of the student of ancient things.

CHINESE TEMPLE IN MANDALAY.

The inauguration ceremony in connection with the Chinese Temple in China Street, Mandalay, took place recently. The temple, the *Banyan Gazette* says, proved a regular curiosity-ship to admirers of Oriental art. A Burmese play was performing without, while a Chinese entertainment took place within. The costumes of the Chinese actors, who were procured from Yunnan, were gorgeous. They spoke in a Yunnanese dialect, which was certainly not understood by most of the Chinese present.

It was again an exaggeration to tell that some four lakhs of rupees were spent upon this temple which is certainly not of extraordinary proportions, but when one considers the work of art and labour bestowed upon the edifice, all of which had to be paid for out of the temple funds, during the period of the past twenty years, the fact is realised. Close observation reveals a great deal of hidden beauty. In every corner there is some sculpture, painting, carving or gilding to be seen, which evinces the pains taken in the work. To go through the whole temple edifice all that is to be seen is a matter of time. Everything would have been on a grander scale if the late Ko Yin Dok, who died recently, were alive, for the deceased gentleman took a prominent part in the affairs of the temple, which in fact was called by some Ko Yin Dok's temple.

How to be beautiful—Keep your complexion, Mrs. Ellen's Creme Chamois, Lait Chamois and Special Skin Tonic and Poudre Chamois will enable you to do it. Her Specialties for the Skin are the study of a lifetime. J. S. Watson & Co. Ltd. Sole Agents.

THE CANTON RIVER COLLISION CASE.

TEXT OF THE JUDGMENT.

Mr. Justice Broune of H.B.M.'s Supreme Court for China recently came to Canton to try an action brought by the owners of the junk *Man On* against owners of the steamship *Nanchang* Captain R. Archibald, R.N.R., master of the mail steamship *Empress of China* assisted the Court as Nautical Assessor. Mr. Loftus Jones of Shanghai appeared on behalf of the plaintiffs and Mr. H. J. Gedge, of Messrs. Johnson Stokes and Yastars, appeared for the defendants.

We have already announced that a decision has been rendered in favour of the plaintiffs. The text of the Judgment, which was delivered in Shanghai on the 26th ult. is as follows:—

This action was heard at Canton on the 8th, 9th and 10th February, 1909, on the plaintiff's petition, there being by consent no answer. The *Man On* is a Chinese owned junk of 5000 piculs carrying capacity, and the *Nanchang* a British-owned twin-screw steamship of 1044 tons net. The junk was sailing down the Canton River from Canton to Hongkong, and the steamship going up, when they collided at a point between Amhurst Light and Second-bar creek, with the result that the junk sank. The junk alleges that the collision was due entirely to the negligence of those on board the steamship and sues for damages accordingly.

The two agree that the collision happened about 1.30 to 1.45 a.m. on 12th November, 1908; that the wind was N. to N.E., a moderate breeze; that the night was fine and clear with bright moonlight; and that the tide was flood.

The junk's case is that she was under all plain sail trimmed to keep her along the East bank going at the rate of 10 to 11 li an hour (say 3½ miles) over the ground, that she was carrying masted and capped lights burning brightly and that a good lookout was being kept. When at a point N. of the Second-bar Creek she was at a distance of about 14 to 15 li (say five miles) the masted light of a steamship which proved to be the *Nanchang* bearing about two points on her starboard bow. There was some discussion at the bar as to what two points on the Chinese compass meant, but this is immaterial for it clearly appeared in evidence that the navigators of the junk knew nothing about points and in talking about points were explaining ignorance, not ignorance. When about eight li distant the junk made out the green light of the *Nanchang*, which continued to approach at a rapid pace. The junk was kept on the same course with sails set as aforesaid. She saw her Captain Light on her starboard side, but the steamship continued to approach rapidly and when close to her apparently changed her course to starboard and struck with her stem the starboard quarter of the junk about 3 li and the main mast and did her so much harm that she shortly afterwards sank. The junk and the steamship were caught together for five minutes.

The case for the steamship is that she was steering N. 3/4 E., when at Blake Point she changed her course to N. by W. 1/4 W. being about 1/4 mile from the bank on her starboard side of the channel. Before she got to the mouth of the creek midway between Blake Point and Amhurst Light she changed her course to N. W. by W. keeping on that course for half a mile, when she changed to N. N. W., and kept on this course till she reached Amhurst Light which she passed at a distance of about half a mile. She first saw the masted light of the junk half a point on her starboard side at a distance of 2½ miles, when on the 3rd mile she saw the green light of the junk at a distance of about one mile and with a tide of about one mile an hour, over the ground. At Amhurst Light she changed her course to N. the junk being then about a mile off 1½ point on her port bow. She kept on this course for four minutes before the collision at 3 li and the junk was on the N. course, the junk being on her starboard side at a distance of about her ship's length, the junk crossed her bows. The steamship blew two short blasts, but her helm had a starboard and the port side engine full speed astern, but she could not avoid a collision and struck the junk on the starboard side at midships at an angle of about 15 degrees. The junk was always on her port side after the steamship changed her course to above after the collision the steamship anchored, lowered the boat and brought off the crew of the junk so that all lives were lost.

On these two versions of the facts there is only one substantial point of difference, namely whether the junk crossed the steamship's bows? That is the main issue. It was of course the steamship's duty to get out of the way of the junk, and the steamship must therefore be presumed to blame unless she shows that the collision was due to some conduct of the junk as to render it impossible for the steamship by the exercise of ordinary capable seamanship to avoid the collision. The junk says she never saw the steamship's red light. The Captain Archibald an officer of long experience and high character, on whom the parties agreed as assessor—says he cannot believe, nor can he believe that the ships were caught together for anything like five minutes. On all the evidence and particularly from the position of the wreck, he thinks the collision happened much where Captain Harris, a witness for the junk, put it, a quarter of a mile or rather more above Amhurst Light, but further out in the stream—say a quarter of a mile from the left bank, because on the flood tide there would be an undercurrent at the Second-bar Creek as soon as the creek opened out which would tend to float the wreck where she was found, i.e., on the lower bank of the creek. The junk says that she was coming down the left bank with the steamship on her starboard bow and did not change her course before the collision. Now how does this accord with inherent probability? On this hypothesis the steamship after passing Amhurst Light must always have had the junk well on her starboard bow—and must have ran into her without any reason that can be thought of, for she had the whole river open to her on her course from Amhurst Light as soon as she passed it. The steamship could only have done this if she became unmanageable or if her look-out had been drunk or asleep. But there is no evidence at all pointing in that direction: indeed I think the way she was handled after the collision makes such a supposition impossible for the manoeuvres of getting clear of the junk, turning and anchoring was well executed, and the Chief Officer, who was on the bridge at the time of the collision, went himself promptly off in a boat and rescued the junk's crew. On the other hand the steamship's version accords with inherent probabilities, she says that on her course from Amhurst Light she had the junk on her port bow and she intended to pass her port to port, that she was in a safe position because if the junk had kept her course they would have passed with a ship's length between them; in these circumstances when a ship's length off, the junk suddenly changed her course to port and came across her bows. A probable reason for this manoeuvre on the part of the junk is not far to seek: Chief Tai the look-out in charge said: "Every time I meet a steamer I know where to look." He may have found himself rather further out than he expected or the steamship further in and have gone across the steamship's bows in order to get into what he thought his

GOT NO RELIEF FROM ECZEMA

Which Spread Over Hands, Arms, Neck, and Face—Face So Swollen She Could Not See—Doctor Called It Incurable—Treated by Many But Grew Steadily Worse

UNTIL WHOLLY CURED BY CUTICURA REMEDIES

"My wife was cured of eczema about six years ago. It came between her fingers and on the palms of her hands. She was advised by friends first to try one thing and then another but it continued to spread to the elbows. She had the advice of three doctors. The first said there was no cure. The second said the disease was due to the change of air and water our home being in Kent. She continued with him for about three months but she still got worse. Much against my wish she went to the hospital. They gave her a prescription for chloroform. That did not satisfy me, so after a week I went with her to another doctor, for the eczema began to show on her face. He said he could cure her with iodine and a long time. He attended her five weeks, giving her medicine and ointment, she soon went from bad to worse. Her hands, neck, arms and face became swollen. For two days she could not see out of her eyes. I was in terrible trouble. A fellow worker asked me if she had tried Cuticura. He said she suffered with eczema and found great benefit from the Cuticura Remedies. For three days she was bathed freely with Cuticura Soap before we could remove the crust of matter which had formed. Then things began to change, the swelling went down and she could move her fingers and feed herself. We continued using nothing but the Cuticura Remedies and in three months' treatment my wife derived a complete cure. I shall at any time be pleased to recommend the Cuticura Remedies to sufferers. G. Campbell, Jubilee House, Hart St., Walsall, Staffs., July 30, 1907."

Send to nearest depot for free Cuticura Book on Treatment of Skin Diseases. Complete External and Internal Treatments for Every Form of Itch, Chafe, and Acute and Chronic Eruptions. Itching, Swelling, and Painful Conditions of the Skin, such as Eczema, Psoriasis, Scabies, and others. Cuticura Soap, Cuticura Ointment, and Cuticura Tablets. Sold everywhere. Price 25c. per box. Cuticura Remedies, Cuticura Soap, Cuticura Ointment, and Cuticura Tablets. Sold everywhere. Price 25c. per box.

Putter Bros & Co., Inc., 201, South Boston, Mass.

Send to nearest depot for free Cuticura Book on Treatment of Skin Diseases.

Complete External and Internal Treatments for Every Form of Itch, Chafe, and Acute and Chronic Eruptions. Itching, Swelling, and Painful Conditions of the Skin, such as Eczema, Psoriasis, Scabies, and others. Cuticura Soap, Cuticura Ointment, and Cuticura Tablets. Sold everywhere. Price 25c. per box.

Putter Bros & Co., Inc., 201, South Boston, Mass.

Send to nearest depot for free Cuticura Book on Treatment of Skin Diseases.

Complete External and Internal Treatments for Every Form of Itch, Chafe, and Acute and Chronic Eruptions. Itching, Swelling, and Painful Conditions of the Skin, such as Eczema, Psoriasis, Scabies, and others. Cuticura Soap, Cuticura Ointment, and Cuticura Tablets. Sold everywhere. Price 25c. per box.

Putter Bros & Co., Inc., 201, South Boston, Mass.

Send to nearest depot for free Cuticura Book on Treatment of Skin Diseases.

Complete External and Internal Treatments for Every Form of Itch, Chafe, and Acute and Chronic Eruptions. Itching, Swelling, and Painful Conditions of the Skin, such as Eczema, Psoriasis, Scabies, and others. Cuticura Soap, Cuticura Ointment, and Cuticura Tablets. Sold everywhere. Price 25c. per box.

Putter Bros & Co., Inc., 201, South Boston, Mass.

Send to nearest depot for free Cuticura Book on Treatment of Skin Diseases.

Complete External and Internal Treatments for Every Form of Itch, Chafe, and Acute and Chronic Eruptions. Itching, Swelling, and Painful Conditions of the Skin, such as Eczema, Psoriasis, Scabies, and others. Cuticura Soap, Cuticura Ointment, and Cuticura Tablets. Sold everywhere. Price 25c. per box.

Putter Bros & Co., Inc., 201, South Boston, Mass.

Send to nearest depot for free Cuticura Book on Treatment of Skin Diseases.

Complete External and Internal Treatments for Every Form of Itch, Chafe, and Acute and Chronic Eruptions. Itching, Swelling, and Painful Conditions of the Skin, such as Eczema, Psoriasis, Scabies, and others. Cuticura Soap, Cuticura Ointment, and Cuticura Tablets. Sold everywhere. Price 25c. per box.

Putter Bros & Co., Inc., 201, South Boston, Mass.

Send to nearest depot for free Cuticura Book on Treatment of Skin Diseases.

Complete External and Internal Treatments for Every Form of Itch, Chafe, and Acute and Chronic Eruptions. Itching, Swelling, and Painful Conditions of the Skin, such as Eczema, Psoriasis, Scabies, and others. Cuticura Soap, Cuticura Ointment, and Cuticura Tablets. Sold everywhere. Price 25c. per box.

Putter Bros & Co., Inc., 201, South Boston, Mass.

Send to nearest depot for free Cuticura Book on Treatment of Skin Diseases.

Complete External and Internal Treatments for Every Form of Itch, Chafe, and Acute and Chronic Eruptions. Itching, Swelling, and Painful Conditions of the Skin, such as Eczema, Psoriasis, Scabies, and others. Cuticura Soap, Cuticura Ointment, and Cuticura Tablets. Sold everywhere. Price 25c. per box.

Putter Bros & Co., Inc., 201, South Boston, Mass.

Send to nearest depot for free Cuticura Book on Treatment of Skin Diseases.

Complete External and Internal Treatments for Every Form of Itch, Chafe, and Acute and Chronic Eruptions. Itching, Swelling, and Painful Conditions of the Skin, such as Eczema, Psoriasis, Scabies, and others. Cuticura Soap, Cuticura Ointment, and Cuticura Tablets. Sold everywhere. Price 25c. per box.

Putter Bros & Co., Inc., 201, South Boston, Mass.

Send to nearest depot for free Cuticura Book on Treatment of Skin Diseases.

Complete External and Internal Treatments for Every Form of Itch, Chafe, and Acute and Chronic Eruptions. Itching, Swelling, and Painful Conditions of the Skin, such as Eczema, Psoriasis, Scabies, and others. Cuticura Soap, Cuticura Ointment, and Cuticura Tablets. Sold everywhere

NOTICE

Communications, including Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the DAILY PRESS only, and special business matter THE MANAGER. (Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.)

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS CODES: A.B.C. 5th Ed. Lieber's.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

TO LET

NO. 1, OBSERVATORY VILLAS and "ERANEE BUNGALOW," Kowloon. Electric Lights; Tennis Court, Garden, etc. Moderate Rental.

Apply—ARRATON V. APCAR & Co., 45, Wyndham Street. Hongkong, 2nd March, 1909. [399]

S.S. "NERA"

COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from London ex s.s. "Charente" and "Matapan" from Havre ex s.s. "Charente" in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., at Kowloon where delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 8th inst., at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 8th inst., or they will not be recognized. All damaged packages will be examined on MONDAY, the 8th inst., at 3 p.m.

No Fire Insurance has been effected. P. DE CHAMPEMORIN, Agent. Hongkong, 1st March, 1909. [2]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "PALMA" FROM ANTWERP, LONDON, MALTA, PORTSAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each Consignment will be sorted out Marked Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 8th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT, Superintendent. Hongkong, 1st March, 1909. [1]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT is now ready and contains—

Leading Articles—The Queen City of the East. The Anniversary. The Cloud's Silver Lining. Armed Robbery in Hongkong. Cairo to India Railway. The Fakeman Railway Question. The Cure of Leprosy. Random Reflections. Hongkong News.

Kowloon British School. Institution of Shipbuilders and Engineers. Official Visit of the Governor of Macao. Hongkong Horticultural Show. Hongkong Legislative Council. The Proposed Boatshelter at Mongkoktsui. Excitement on the Praya. A.D.C. Performance of "A Country Girl." Alice Memorial Hospital. Outport Municipal Council. Execution at Victoria Gaol. A Chinese Girl's Suicide. Sequel to a West River Collision. Supreme Court. Canton News.

Canton-Hankow Railway. New Solicitor Enrolled. Company Reports: Foreigners and Mortgages on Chinese Property in Canton. The Hongkong Fire Insurance Co., Ltd. The Soy Chee Cotton Spinning Co., Ltd. Company Meetings: Hongkong and Shanghai Banking Corporation. Hongkong and Whampoa Dock Co. Hongkong Hotel Company. Hongkong Ice Company Limited. Hongkong Rope Manufacturing Co., Ltd. Shanghai Land Investment Co., Ltd.

Outrage in Kowloon. St. Andrew's Church, Kowloon. A Policeman's Death. Death of Mr. Harver Drexler. A Hat Trick. New Shanghai Club. Opium Commission. Collision at Chingking. Hongkong Jockey Club Off Day Races. Rifle Regimental: Gymkhana. Sale of Ponies. Hongkong Perjury Case. Director and Chronicle for 1909. Annual Report on Kiochoan. Far Eastern Telegrams. Shipping Notes. Commercial. Shipping.

Extra copies 30 cents each. Cash. Copies can be posted from the Office to addresses sent, including postage 34 cents each. \$1 Cash for three copies. Subscription: \$12 per annum, payable in advance; postage 82. Hongkong, 2nd March, 1909.

NEW ADVERTISEMENTS

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG" having arrived from the above Ports Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo, impeding the discharge or remaining on board after 4 p.m. the 3rd inst., will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd. General Managers. Hongkong, 1st March, 1909. [16]

PUBLIC COMPANIES

THE CHINA FIRE INSURANCE CO., LIMITED.

THE FORTIETH MEETING of SHAREHOLDERS in the Company will be held at the Company's Office, No. 3, Queen's Road Central, Victoria, on THURSDAY, the 4th March, 1909, at 12 o'clock NOON, for the purpose of Receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from 18th February to 4th March, both days inclusive.

By Order, C. PEMBERTON, Secretary. Hongkong, 13th February, 1909. [335]

HONGKONG FIRE INSURANCE CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE FORTIETH ORDINARY MEETING of SHAREHOLDERS will be held at the Office of the Undersigned at 12.30 p.m. on TUESDAY, the 9th March.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd inst. to the 9th March, both days inclusive.

JARDINE, MATHESON & Co., Ltd., General Managers. Hongkong Fire Insurance Co., Ltd. Hongkong, 14th February, 1909. [357]

THE HONGKONG & KOWLOON WHARF & GODOWN CO., LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-SECOND ORDINARY ANNUAL MEETING of SHAREHOLDERS will be held at the Office of Messrs. JARDINE, MATHESON & Co., Ltd., King's Building, on WEDNESDAY, the 10th March, at 12.30 p.m., for the purpose of receiving the Report of the Directors, and the Statement of Accounts for the year ending 31st December, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 4th to the 10th March, both days inclusive.

R. J. MACGOWAN, Acting Secretary. Hongkong, 24th February, 1909. [400]

GREEN ISLAND CEMENT CO., LTD.

LOST SHARE CERTIFICATE.

No. 4782-157229/157236-8 Shares in name of EBERL NEWTON TREBE.

NOTICE IS HEREBY GIVEN that a DUPLICATE of the above CERTIFICATE will be issued One Month hence, and the Original Certificate, unless produced at the Office of the General Manager within that period, will be held by the Company as Null and Void.

SHEWAN, TOMES & Co., General Managers. Hongkong, 3rd February, 1909. [271]

INTIMATIONS

NOTICE.

THE Undersigned will Close their Hongkong Branch on the 28th inst., and have APPOINTED MESSRS. A. B. MOULDER & Co., their Agents in Hongkong as from 1st March, 1909.

CASTLE BROS. WOLF & SONS, Per WM. W. WILSON. Hongkong, 25th February, 1909. [379]

NOTICE IS HEREBY GIVEN that the business of Merchants and Commission Agents heretofore carried on under the Firm name of "HARRY WICKING & Co., at Victoria, Hongkong, up to the 30th day of April, 1907, has been from the First day of May, 1907, assigned to and will henceforth be carried on by WALTER CLEMENT DREW and JOHN OWEN HUGHES together under the said Firm name of "HARRY WICKING & Co." on their own account, and who will be responsible for all debts and engagements of the said business as from the First day of May, 1907, and who will pay and receive all debts owing from and to the said business in the regular course of business. WITNESSES our hands at Victoria, Hongkong, this 25th day of February, 1909.

HANNAH WICKING, the Executrix of HARRY WICKING, Deceased, by her Attorney MATTHEW J. D. STEPHENS, W. CLEMENT DREW, J. OWEN HUGHES. [388]

ICE

1 CENT PER POUND.

MANUFACTURED from Pure Distilled Water. Quality unexcelled. For Sale at Our Depot No. 51, Des Voeux Road. Send for Pass Book or Tickets.

ORIENTAL BREWERY LTD.

Hongkong, 16th February, 1909. [343]

DAVID COESAR & SON'S

MERCHANT NAVY NAVY BOILED LONG FLAX BELIANE CHOWN TARPULING ARNHOLD, KARBERG & CO. Sole Agents. [1674]

ENTERTAINMENT

THEATRE ROYAL.

THE BANDMANN COMEDY CO.

TO-NIGHT (TUESDAY), 2ND MARCH.

THE LITTLE MINISTER. J. M. Barrie's Phenomenally Successful Play.

TO-MORROW (WEDNESDAY), 3RD MARCH.

A NIGHT OUT. The Scrambling Funny Farical Comedy.

THURSDAY, 4th MARCH.

THE LIGHT THAT FAILED. Forbes Robertson's Powerful Dramatic Play.

FRIDAY, 5th MARCH.

THE LADY OF OSTEND. Sir Charles Burnand's Masterpiece.

PRICES - - \$3, \$2 & \$1.

Plan now open at S. MOUTRIE & Co., Ltd. Hongkong, 16th February, 1909. [344]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods. G. E. HAXTON, Manager. Hongkong 1st April, 1909. [48]

GRACA & CO.

(Established 1896.) No. 27 Des Voeux Road.

Dealers in POSTAGE STAMPS

and all Philatelic Goods. Pictorial Post Cards. Birthday Cards. MANILA CIGARS and CIGARETTES. Albums, Novels, Trampers, Hinges, Liners, Flower Seeds, etc., etc., etc.

Inspection solicited. [126]

MITSU BISHI GOSHI KAISHA.

(MITSU BISHI CO.) COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA OCHI HOJO, NAMAZUTA, SAYO, SHINNEW AND KAMIMATSU, Calloria, SOLE AGENTS FOR KISHIDAKE, MIYAO AND KIGYO KOMATSU Coals.

Special attention is invited to the fact that, MUTABE, the well known coal mine, near Karatsu, has lately been taken over by the Company, and is now being worked on a large scale.

HEAD OFFICE—MARUNOUCHI, TOKYO.

BRANCH OFFICES—NAGASAKI, MOJI, KARATSU, W. KAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above: "IWASAKI" Codes, AI, ABC 5th Ed., Western Union.

AGENTS: YOKOHAMA: M. ASADA, Esq. GENKYO: Messrs. Gump & Co. MANILA: Messrs. MACORDAY & Co. For Particulars apply to H. BISHI, Manager, No. 2, Pedder Street, Hongkong. Hongkong, 9th January, 1909. [716]

TO LET

TO LET—FURNISHED.

NO. 25 CONDUT ROAD (Clifton Gardens) from 1st of May, 1909. Apply to—H. B. BODDERSEN, Care of THE ASIATIC PETROLEUM CO., LD., King's Buildings. Hongkong, 27th February, 1909. [396]

TO LET.

GODOWN, No. 5A, DUDDELL STREET.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st March, 1909. [98]

TO LET—FURNISHED.

66 FUNG SHUI, THE PEAK. To be let furnished for 8 months or longer. Apply—JOHNSON, STOKES & MASTER, Solicitors, 8, Des Voeux Road Central. Hongkong, 2nd March, 1909. [110]

TO LET.

GOOD OFFICES at No. 2, PEDDER STREET. Apply to—JARDINE, MATHESON & Co., Ltd. Hongkong, 15th January, 1909. [194]

TO LET.

A HOUSE in MOUNTAIN VIEW for one or two years. Apply—DENNY & BOWLEY. Hongkong, 28th January, 1909. [219]

TO LET.

NO. 41, WYNDHAM STREET, Five Rooms, with Servants' Quarters, from 1st March, 1909. Apply to—H. M. H. NEMAZEE, 9, Pedder's Hill. Hongkong, 1st March, 1909. [401]

TO LET

TO LET.

OFFICES in ALEXANDRA BUILDINGS. Apply—A. S. WATSON & Co., Limited. Hongkong, 23rd April, 1907. [102]

TO LET—FURNISHED.

THE "GROVE," MACDONNELL ROAD, from the 15th of March, 1909, for 12 months. Unfurnished—Nos. 8 and 10, WYNDHAM STREET, containing 6 Large Rooms each. Can be let together or separately. No. 1, STEWART TERRACE, The Peak. Fully Furnished 5 Rooms with Immediate Possession. Apply to—Messrs. PERCY SMITH & SETH, No. 5, Queen's Road Central. Hongkong, 23rd February, 1909. [213]

TO LET.

COAL YARD. Immediate Possession. A PORTION of the COMPOUND of Marine Lot, No. 42, Wanchai, Praya East. Apply to—N. MODY & CO., Hongkong, 23rd July, 1908. [107]

STORAGE.

FOR COAL, TIMBER, &c.

TWO BE LET, A PORTION of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER. Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 999 YEARS' LEASE. For Particulars, apply—GEO. FENWICK & Co., Ltd. Hongkong, 8th June, 1906. [96]

TO LET.

ROOMS in HOTEL MANSIONS, suitable for Offices or Chambers. Apply to—HENRY HUMPHREYS, Alexandra Buildings. Hongkong, 11th November, 1908. [104]

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Voeux Road Central (formerly occupied by Messrs. SHEWAN, TOMES & Co.) Rents Low. Apply to—THE COMPTON DEPARTMENT, E. D. BASSEON & CO., Queen's Road Central. Hongkong, 25th February, 1909. [105]

TO LET.

NOS. 3 & 5, LYCEUM VILLAS, Kowloon. Electric Light installed. Apply to—LEO D'ALMADA & CASTRO, No. 10, Queen's Road Central. Hongkong, 3rd February, 1909. [272]

TO LET.

NO. 47, CAINE ROAD (next to Forest Lodge). Suitable for a Boarding House, School, College or Family Residence. Recently painted and renovated throughout. Immediate Possession. Apply to—CHATER & MODY. Hongkong, 23rd January, 1909. [248]

TO LET.

A HOUSE in Wong Nei Chung Road. A HOUSE in BIPON TERRACE. NO. 10, DES VOEUX ROAD CENTRAL, 1st floor. "HATFIELD" Conduit Road. OFFICES in YORK BUILDING. GODOWNS in PRAYA EAST. BLUE BUILDINGS and No. 16B, Des Voeux Road next to the Hongkong Hotel. FLATS in MORRISON TERRACE. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st March, 1909. [97]

TO LET.

THE FURNISHED FLAT on Top Floor of Messrs. DOUGLAS LAPRAIK & Co.'s OFFICES. Four Rooms with Kitchen and Bath Room. Terms on application to—DOUGLAS LAPRAIK & Co., No. 1, Douglas Street. Hongkong, 4th February, 1909. [281]

TO LET.

NOS. 2 & 3, BEACONSFIELD ARCADE, facing the Parade Ground. A 6-ROOMED HOUSE Furnished or Unfurnished at the Peak. Part of fully FURNISHED HOUSE at PEAK for 2 or 3 months from 1st May, 1909. Moderate Rental. C.M.S. PEAK BUNGALOW, furnished, Mount Kaitum, from 1st April to end of June, 1909. BEACONSFIELD ARCADE, Fine Offices and Dressing Rooms. No. 15, QUEEN'S ROAD CENTRAL, First & Top Floors, (over Caldbeck MacGregor). OFFICES in Queen's Road Central. BELLIOS TERRACE HOUSES, ROBINSON ROAD. A GODOWN in Duddell Street. Apply to—Linstead & Davis, 3rd Floor, Alexandra Buildings. Hongkong, 6th February, 1909. [100]

TO LET.

GODOWNS, Nos. 95, 96 and 97, PRAYA EAST. Apply—CHATER & MODY, Victoria Buildings. Hongkong, 1st February, 1909. [264]

TO LET.

WITH IMMEDIATE POSSESSION. KOWLOON MARINE LOT 48, Yauwatti, Area 85,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c. Apply to—HUMPHREYS ESTATE AND FINANCE CO., LTD. Hongkong, 18th January, 1909. [103]

BANKS

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000. RESERVE FUND £1,525,000. RESERVE LIABILITIES OF PROPR. £1,200,000.

INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the Daily balances.

On Fixed Deposits for 12 months 4 per cent. for 6 " 3 1/2 " for 3 " 2 1/2 "

WM. DICKSON, Manager. Hongkong, 1st March, 1909. [121]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL £1,500,000. SUBSCRIBED £1,125,000. PAID-UP £562,500. RESERVE FUND £210,000.

BANKERS: LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance.

On Fixed Deposits: For 12 months ... 4 per cent. For 6 " ... 3 1/2 per cent. For 3 " ... 2 1/2 per cent.

EVAN ORMERSON, Manager. Hongkong, 23rd April 1908. [23]

THE YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP Yen 24,000,000. RESERVE FUND 15,100,000.

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES: Kobe, Osaka, Nagasaki, London, Lyons, New York, San Francisco, Honolulu, Bombay, Shanghai, Hankow, Chefoo, Tientsin, Peking, Newchwang, Dairen, Port Arthur, Antung, Liyang, Mukden, Tieling, Chang Chun.

HONGKONG—INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per annum on the daily balance.

On fixed deposits for 12 months 5% per annum. " " " 6 " 4% " " " " 3 " 3% " " " " 2 " 2% " " " " 1 " 1% " " " " 1/2 " 1/2% " " " " 1/4 " 1/4% " " " " 1/8 " 1/8% " " " " 1/16 " 1/16% " " " " 1/32 " 1/32% " " " " 1/64 " 1/64% " " " " 1/128 " 1/128% " " " " 1/256 " 1/256% " " " " 1/512 " 1/512% " " " " 1/1024 " 1/1024% " " " " 1/2048 " 1/2048% " " " " 1/4096 " 1/4096% " " " " 1/8192 " 1/8192% " " " " 1/16384 " 1/16384% " " " " 1/32768 " 1/32768% " " " " 1/65536 " 1/65536% " " " " 1/131072 " 1/131072% " " " " 1/262144 " 1/262144% " " " " 1/524288 " 1/524288% " " " " 1/1048576 " 1/1048576% " " " " 1/2097152 " 1/2097152% " " " " 1/4194304 " 1/4194304% " " " " 1/8388608 " 1/8388608% " " " " 1/16777216 " 1/16777216% " " " " 1/33554432 " 1/33554432% " " " " 1/67108864 " 1/67108864% " " " " 1/134217728 " 1/134217728% " " " " 1/268435456 " 1/268435456% " " " " 1/536870912 " 1/536870912% " " " " 1/1073741824 " 1/1073741824% " " " " 1/2147483648 " 1/2147483648% " " " " 1/4294967296 " 1/4294967296% " " " " 1/8589934592 " 1/8589934592% " " " " 1/17179869184 " 1/17179869184% " " " " 1/34359738368 " 1/34359738368% " " " " 1/68719476736 " 1/68719476736% " " " " 1/137438953472 " 1/137438953472% " " " " 1/274877906944 " 1/274877906944% " " " " 1/549755813888 " 1/549755813888% " " " " 1/1099511627776 " 1/1099511627776% " " " " 1/2199023255552 " 1/2199023255552% " " " " 1/4398046511104 " 1/4398046511104% " " " " 1/8796093022208 " 1/8796093022208% " " " " 1/17592186044416 " 1/17592186044416% " " " " 1/35184372088832 " 1/35184372088832% " " " " 1/70368744177664 " 1/70368744177664% " " " " 1/140737488355328 " 1/140737488355328% " " " " 1/281474976710656 " 1/281474976710656% " " " " 1/562949953421312 " 1/562949953421312% " " " " 1/1125899906842624 " 1/1125899906842624% " " " " 1/2251799813685248 " 1/2251799813685248% " " " " 1/4503599627370496 " 1/4503599627370496% " " " " 1/9007199254740992 " 1/9007199254740992% " " " " 1/18014398509481984 " 1/18014398509481984% " " " " 1/360287970

NOTICES TO CONSIGNEES

FROM EUROPE.

THE H.A.L. Steamship

"JULYRIA"
Captain Kotze, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Under-
signed and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day. Any Cargo impeding her discharge will be landed at consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and restored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th March, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd March, at 3 p.m.

No Fire Insurance has been effected, and no Bill of Lading will be counter-signed by the undersigned.

HAMBURG-AMERIKA LINIE,
Hongkong Office,
Hongkong, 25th February, 1909. [385]

FROM EUROPE.

THE H.A.L. Steamship

Capt. Girstenbraun, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Under-
signed and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day. Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th March, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd March, at 3 p.m.

No Fire Insurance has been effected, and no Bill of Lading will be counter-signed by the undersigned.

HAMBURG-AMERIKA LINIE,
Hongkong Office,
Hongkong, 25th February, 1909. [386]

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM HAMBURG, MIDDLESBROUGH, AND LONDON.

THE Steamship

"GLAMORGANSHIRE"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are hereby landed at THEIR RISK into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out, marked by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 4th March, 4 p.m., will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival here, after which no claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before 9 a.m. To-morrow.

JARDINE, MATHESON & Co.
Agents,
Hongkong, 25th February, 1909. [387]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"KLEIST"

having arrived, Consignees of Cargo are hereby informed that their Goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 5th March, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 5th March, at 9.30 a.m.

All Claims must reach us before the 9th March, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be counter-signed by the undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents,
Hongkong, 26th February, 1909. [5]

AUSTRIAN LLOYD'S STEAM NAVI-

GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Company's Steamship

"SILESIA"

having arrived, Consignees of Cargo are hereby informed that Goods will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon on the 5th March, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 5th March will be subject to rent.

Bills of Lading will be counter-signed by the undersigned.

SANDER, VOLLER & Co.,
Agents,
Hongkong, 26th February, 1909. [3]

COMPANY REPORTS.

UNION WATERBOAT COMPANY, LIMITED.

The report of this Company states:—
The General Managers have now the pleasure to submit their annual report and statement of the Company's accounts made up to 31st December, 1908.

The net profits for that period, including \$111.22 brought forward from last account, and after allowing for Consulting Committee and Auditor's fees, depreciation, bad debts and loss on the sale of the old steam launch taken over from the Hongkong Steam Water Boat Co., Ltd., amount to \$29,971.31.

The General Managers recommend the payment of a dividend of 6 per cent., which will absorb \$16,633.80, write off \$13,155.00 from the value of the Waterboats and carry forward a balance of \$17,251 to the new account.

Consulting Committee:—Since the last meeting Mr. P. J. Bisschop resigned his seat on leaving the Colony and Mr. H. J. Van den Bosch and Mr. J. W. C. Bonnar have joined the Committee.

Auditors:—The accounts under review have been audited by Mr. A. O'D. Gourdin.

DODWELL & Co., Ltd.,
General Managers,
Hongkong, 12th February, 1909.

Balance Sheet, 31st December, 1908.

| LIABILITIES. | |
|-----------------------------------|--------------|
| Share Capital. | |
| Authorised—50,000 shares | |
| of \$10 each | \$500,000 |
| Issued—27,723 shares of \$10 each | \$277,230.00 |
| fully paid | |
| Unclaimed dividends | 1,898.13 |
| Profit and loss account, balance | 29,971.31 |
| | \$309,875.44 |

| ASSETS. | |
|---------------------------------------|--------------|
| Waterboats as per last account | \$269,616.77 |
| Less amount written off \$13,155.77 | |
| Book value of launch sold | 2,835.00 |
| | 16,451.77 |
| Pipes and rigging as per last account | \$4,000.00 |
| Less amount written off | 3,000.00 |
| | 1,000.00 |
| Furniture | 50.00 |
| Cash in bank and in hand | 6,681.95 |
| Hongkong Bank fixed deposit | 40,000.00 |
| Reserve Government deposit | 500.00 |
| Sundry debtors | 7,980.49 |
| Stock of hose, etc. | 250.00 |
| Unexpired licences | 248.00 |
| | \$309,875.44 |

PROFIT AND LOSS ACCOUNT for the Year ending 31st December, 1908.

| Dr. | | Cr. | |
|--------------------------------------|-------------|-----------------------------------|-----------|
| To Consulting Committee's Fees | \$ 800.00 | By Balance from last account | \$ 111.22 |
| To Auditor's Fee | 100.00 | By profit on trading for the year | 35,024.63 |
| To Depreciation— | | By interest | 1,244.32 |
| Pipes and Staging | \$3,000.00 | By transfer fees | 44.00 |
| Stock | 250.00 | | |
| | \$3,250.00 | | |
| To Bad Debts | 45.00 | | |
| To Loss on Book value of launch sold | 2,257.86 | | |
| To Balance | 29,971.31 | | |
| | \$36,424.17 | | |

THE HONGKONG HOTEL COMPANY, LIMITED.

The report of this Company states:—
Gentlemen:—In accordance with Section 56 of the Articles of Association, the Directors now beg to submit their report for the half-year ended 31st December, 1908.

The profit on working account amounted to \$42,461.49 as compared with \$39,232.35 for the corresponding period of 1907, being an increase of \$3,229.14.

The profit and loss account, including the sum of \$14,639.63 brought forward from 30th June, 1908, shows a credit balance of \$54,295.41, which the Directors recommend should be apportioned as follows:—

To pay a dividend of 6 per cent. for the half-year ... \$36,000.00
To transfer to repairs and renewals account ... 10,000.00
To write off furniture and fixtures ... 6,500.00
To write off electric plant ... 1,500.00
To carry forward to new account ... 295.40
\$54,295.40

DIRECTORS.
Mr. J. W. C. Bonnar has been invited by the Board to act for Mr. E. Osborne, on leave. Mr. Bonnar's appointment requires the shareholders' confirmation.

Mr. W. H. Potts retires by rotation, but offers himself for re-election.

The accounts have been audited by Messrs. H. U. Jeffries and A. E. Lowe, C.A., who offer themselves for re-election.

W. HUTTON POTTS,
Chairman.

PROFIT AND LOSS ACCOUNT For the six months ending 31st December, 1908.

| Dr. | | Cr. | |
|---|-------------|-----------------------------------|-----------|
| To bad debts and refunds | \$725.37 | By balance from last account | \$111.22 |
| To crown rent | 505.92 | By profit on trading for the year | 35,024.63 |
| To rates | 2,870.95 | By interest | 1,244.32 |
| To fire insurance | 2,948.71 | By transfer fees | 44.00 |
| To debenture interest on \$500,000 at 3 per cent. | \$15,000.00 | | |
| Less returned on debentures held by the Company | 2,280.00 | | |
| | 12,720.00 | | |
| To interest account | 7,078.10 | | |
| To directors' and auditors' fees | 3,200.00 | | |

| To balance, to be appropriated as follows:— | |
|---|-------------|
| To pay a dividend of 6 per cent. | \$36,000.00 |
| To transfer to repairs and renewals account | 10,000.00 |
| To write off furniture and fixtures | 6,500.00 |
| To write off electric plant | 1,500.00 |
| To carry forward to new account | 295.40 |
| | \$54,295.40 |

| By Balance from 30th June, 1908 | |
|---|--------------|
| Less dividend at 6 per cent. | \$ 36,000.00 |
| Less transfer to repairs and renewals account | 15,000.00 |
| Less transfer to furniture and fixtures account | 10,000.00 |
| Less transfer to installation of electric light account | 3,500.00 |
| Less transfer to new launch account | 500.00 |
| | \$ 65,000.00 |

| By rent of shops and offices, old building | |
|--|-----------|
| | \$ 183.83 |
| By rent of shops and offices, new building | |
| | 4,225.00 |
| By rent of Hotel Mansions | |
| | 22,575.00 |
| | 25,983.53 |

| By Dividends on Shares in Public Companies | |
|--|--------------|
| | 176.00 |
| By scrip and transfer fees | |
| | 4.00 |
| By bad debts recovered | |
| | 80.00 |
| By profit on hotel working account for the six months ending 31st December, 1908 | |
| | 42,461.49 |
| | \$ 84,344.45 |

REPAIRS AND RENEWALS ACCOUNT For the Six Months ending 31st December, 1908.

| | |
|---|-----------|
| fixtures account... .. | 10,000.00 |
| Less transfer to installation of electric light account ... | 3,500.00 |
| Less transfer to new launch account. | 500.00 |

LIABILITIES.

| | |
|---|----------------|
| CAPITAL— | |
| 12,000 shares at \$50 each (fully paid up) | \$600,000.00 |
| 1,000 mortgage debentures (5 per cent.) | \$500,000.00 |
| Less 152 ditto held by the Company | 76,000.00 |
| | \$1,024,000.00 |
| Reserve fund | 424,000.00 |
| Sundry creditors | 78,248.77 |
| Unclaimed dividends | 1,638.00 |
| Repairs and renewals account, balance as per statement | 3,912.09 |
| Hongkong and Shanghai Banking Corporation (Current Account) | 204,820.87 |
| Profit and loss account, balance as per statement | 54,995.40 |
| | \$2,015,890.91 |

ASSETS.

| | |
|---|-----------------|
| Value of Marine Lot No. 5 and remaining portion of Marine Lot No. 3 and remaining portion of Marine Lot No. 7, and Buildings thereon, as per last account | \$1,082,80.743 |
| Since expended on alterations and additions to Buildings | 9,718.40 |
| | \$1,092,519.143 |
| Prayer Reclamation, Marine Lot No. 288, as per last account and Building thereon ("Hotel Mansions") | 621,892.68 |
| Rebuilding South Block, payments on account to date | 6,328.00 |
| Cost of Three Chinese Houses on Sections B, C, and D of Island No. 80 | 33,000.90 |
| Cost of Kowloon Farm Lot No. 3, Section A | 30,926.90 |
| | 1,784,673.61 |
| Furniture and fixtures, as per last account | 122,239.80 |
| Less written off, as per last report | 10,000.00 |
| | 112,239.80 |
| Since added | 1,492.90 |
| | 113,732.70 |

THE PHILIPPINES—THE LAND OF OPHIR.

THE EBONY TREE.

The Manila *Cablenews* says it was suggested by writers in the time of Spanish rule, that the Philippines were perhaps the land called "Ophir" in the Bible. It was from Ophir that Solomon received rare woods and spices, and the similarity of some of the woods in the Philippines to those described in the Bible, gave rise to the suggestion.

Of all the woods found in the Philippines, the one earliest prized by kings and most extensively used by royal households was ebony (maba burifolia). Sceptres, thrones, coaches, images, idols, drinking cups, and elaborately carved decorations have been made from ebony for Oriental potentates. It can rightly be called the royal wood. In the Philippines, it has also been highly valued because of its hardness and handsome appearance.

The Moros use it to make handles for their poles, and it is extensively used for inland work of various kinds.

The Philippine ebony tree does not grow to large dimensions, but species in Madagascar are sometimes as tall as seventy-five feet. Madagascar has from ancient times been India's source of supply for ebony. The Indians, the Arabs, and the Chinese were among the first to appreciate its value.

It was highly esteemed for coffins by these people. Ceylon and the Celebes are also known for their ebony trees, so it will be seen that other islands besides the Philippines may lay claim to being the biblical land of this rare wood.

In quality the Philippine ebony averages with the best. It is found very generally distributed throughout the islands. The method of taking out ebony employed by Filipinos, formerly, and to some extent to-day has been very wasteful. Small portions of the tree would be removed and a great part of the valuable wood left untouched.

In the Philippines, there is what is known as the ebony group of trees, containing several distinct species. They are known to commerce as the bologos, the camagou (different species of dioplyros), and the true ebony. The various Philippine dialects have different names for these trees. One of the most common names is called by at least thirty different names if he travelled from Mindanao to the northern end of Luzon.

The apparent difference between the different species is that all the heartwood of one kind, the ebony, is black, while streaks usually run through the heartwood of the bologos and the camagou.

The buyer of walking sticks is very likely to encounter a difficulty when he attempts to select a cane that is "true ebony." The colour is deceptive, as the vendors have a knack of dyeing the streaked portions so that they cannot be distinguished from the body of the cane. The weight is the only other means of distinguishing between the higher and lower grades of wood. The heavier the better is a good maxim to apply to the cane of equal size.

The colouring matter on the streaked canes will wear off in time, and again reveal their natural colour.

Ebony still retains its distinction of being the royal wood, and is as highly prized in our day as it was in the time of Solomon. The finest furniture, the handsomest cabinets and the best inlaid work are of ebony. Wood carvers, shipbuilders, and makers of desks, pianos and other articles typical of modern luxury all find as frequent a use for this handsome and ornamental wood as did the makers of thrones and idols.

The following boats started at 9 a.m. on Sunday from a line between the Club House flagstaff and a mark at the Kowloon Dock.

Syren, Mr. S. Swart allows

Miranda, Mr. G. K. Hall

Bratton, 10 minutes

Saipa, Hon. H. E. Pollock 15 "

Australian, Mr. C. H. Kew 15 "

Ask Forward, Major S. Palmer 60 "

There was a light west wind for the first three hours and the schooner Syren got so hopelessly left that she gave up. The wind seemed to suit the Ask Forward and about noon she was close up to Saipa. Miranda and Australian went west hunting close to the Hongkong shore, but got mixed up with the junks at anchor there and when a smart west wind came along they did not get clear until the Saipa and Ask had disappeared through the Sulphur Channel. Australian caught the wind before Miranda and got through the channel with a lead of about half a mile of her, the Saipa and Ask Forward being then about two miles ahead. In the run down to south-west point of Lamina Island the wind got lighter and the boats closed up considerably. Australian passing the Ask about half way down the west coast and both of them being passed by Miranda before the most southerly point was reached, by which time the wind had entirely gone, leaving a very uncomfortable swell. Saipa and Miranda within a biscuit's throw were slowly drifted to the south-east point of the Island where they struck a nice west wind. Saipa getting it first, and a lead of a hundred yards or so. A fierce race ensued between these two on the long beat up to the Covehow Hook against a west wind and ebb tide, which resulted in Miranda leading round the rock by about 6 minutes. The other two boats did not get the breeze for about half an hour after the leading boat.

The wind held on as far as Green Island but after that it got lighter all the time until Miranda crossed the finishing line at 7.50.30 when Saipa came on with quite a fair breeze and crossed at 7.40.37, thus winning on time by 53 seconds. The Saipa waited on the line until about 9 o'clock but no other boat was in sight.

THE PHILIPPINES—THE LAND OF OPHIR.

THE EBONY TREE.

The Manila *Cablenews* says it was suggested by writers in the time of Spanish rule, that the Philippines were perhaps the land called "Ophir" in the Bible. It was from Ophir that Solomon received rare woods and spices, and the similarity of some of the woods in the Philippines to those described in the Bible, gave rise to the suggestion.

Of all the woods found in the Philippines, the one earliest prized by kings and most extensively used by royal households was ebony (maba burifolia). Sceptres, thrones, coaches, images, idols, drinking cups, and elaborately carved decorations have been made from ebony for Oriental potentates. It can rightly be called the royal wood. In the Philippines, it has also been highly valued because of its hardness and handsome appearance.

The Moros use it to make handles for their poles, and it is extensively used for inland work of various kinds.

The Philippine ebony tree does not grow to large dimensions, but species in Madagascar are sometimes as tall as seventy-five feet. Madagascar has from ancient times been India's source of supply for ebony. The Indians, the Arabs, and the Chinese were among the first to appreciate its value.

LOCAL SPORT.

LEAGUE CRICKET.

Next Saturday's matches are:
Telegraphs v. Civil Service
R.G.A. v. Police
Craigengower v. Kowloon
H.K. "A" v. R.E.

INTERPORT CRICKET.

MATCH AT MANILA.

A cricket match was played on Sunday, 21st February, between the Interport team at Manila and a team selected from the English community, the result being a win for the latter.

Some good cricket was shown, so good in fact as to give rise to the hope that a team will be able to come from Manila to Hongkong when the Singapore and Shanghai events visit the port.

For the Interport team Thurstfield both batted and bowled well and Wright played an excellent innings. For the victors Cairns made an excellent stand, completely conquering the bowling and made a brilliant 52.

Appended are the scores:

INTERPORT TEAM.

| | |
|---|----|
| L. T. Easton, b. Somerville | 0 |
| E. G. Tait, c. Clear, b. Somerville | 5 |
| C. F. Page, b. Barnes | 22 |
| E. P. Thurstfield, c. Barnes, b. Morris | 22 |
| F. C. Wright, b. Alexander | 22 |
| R. de B. Layard, b. Higginbotham, b. Morris | 7 |
| H. Home, c. Hamer, b. Morris | 10 |
| C. H. Hawkins, c. Higginbotham, b. Morris | 0 |
| G. Andrews, b. Somerville | 9 |
| J. R. Bedford, b. Morris | 0 |
| W. M. Johnston, b. Morris | 0 |
| E. M. Knox, not out | 6 |
| Bye and leg bye | 3 |
| Wides | 6 |
| Total | 59 |

BOWLING ANALYSIS.

| | | |
|--|----|----|
| | O. | M. |
| 1000 | | |

SHIPPING.

ARRIVALS.

ALBION, German str., 3,376, Ernst, 1st March—Portland 28th Jan. and Moji 25th Feb.
 FLOR—Portland Asiatic Steamship Co.
 GERMANY, German str., 1,741, C. Jurgensen, 28th Feb.—Chinkiang 23rd Feb. General—Jensen & Co.
 KUMANG, British str., 2,077, E. J. Bailer, 1st March—Calcutta via Singapore 23rd Feb. General—Jardine, Matheson & Co.
 LINAN, British str., 1,254, Williams, 28th Feb. Shanghai 23rd Feb. General—Butterfield & Swire.
 NAMANG, British str., 2,591, C. M. B. Lake, 28th Feb.—Yokohama, Kobe and Moji 24th Feb. General and Coal—Jardine, Matheson & Co.
 NERA, French str., 3,429, Martin, 1st March—Saigon 26th February, Mails and General—Messageries Maritimes.
 PALMA, British str., 4,913, O. W. Cookman, 1st March—London via ports 16th Jan. General—P. & O. S. N. Co.
 SALAZAR, French str., 2,553, Magnan, 28th Feb. Shanghai 26th February, General—Messageries Maritimes.
 VENUS, American str., 608, G. Bontravia, 28th Feb.—Manila 24th Feb. Jorge & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE
 1st March.
 HADON, French str., for Pakhoi.
 HADON, British str., for Canton.
 KAGA MARU, Japanese str., for Canton.
 LINAN, British str., for Canton.
 NINGPO, British str., for Swatow.
 PING SANG, French str., for Shanghai.
 SALAZAR, French str., for Europe.
 TILAN, British str., for Manila.

DEPARTURES.

1st March.
 CEYLON MARU, Japanese str., for Shanghai.
 ENANG, British str., for Canton.
 FRICHTING, Chinese str., for Shanghai.
 FOCHOW, British str., for Canton.
 GERMANIA, German str., for Canton.
 KAPOON, German str., for Shanghai.
 NERA, French str., for Canton.
 ONANG, British str., for Saigon.
 YUENANG, British str., for Manila.

SHIPPING REPORTS.

The British str. *Linan* reports: Moderate to fresh N.E. wind, overcast with occasional light rain showers.
 The British str. *Namang* reports: Mod. N.W. wind and sea to Hushan and fresh N.E. wind and following sea, overcast and misty weather to port.

VESSELS IN DOCK.

March 1st.
 ABERDEEN DOCK.—
 KOWLOON DOCK.—*Tartar*, H.M.S. *Hart*, *Dilly*, *Lika*, H.M.S. *Bedford*, *Hanoi*, *Standard*, *Cosmopolitan* DOCK.—H.M.S. *Toku*.

VESSELS PASSED ANJER.

Feb. 7, Dutch str. *Tobanon*, Le Clercy, Jan. 4, from Rotterdam for Batavia.
 Feb. 7, German str. *Berlin*, Orgel, from East London for Batavia.
 Feb. 7, Dutch str. *Madura*, De Wyne, Dec. 12, from Hamburg for Batavia.
 Feb. 8, British str. *Island*, Wright, Feb. 6, from Christmas Island for Singapore.
 Feb. 8, Dutch str. *Malang*, Kijid, Dec. 26, from Rotterdam for Batavia.
 Feb. 10, French str. *Villide Rouen*, from Port Natal for Yokohama.
 Feb. 14, British str. *Pegassa*, Feb. 14, from Batavia for Colombo.
 Feb. 15, Norwegian str. *Orland*, Lie, from Melbourne for Batavia.
 Feb. 16, British str. *Ajay*, Husband, Feb. 16, from Batavia for Amsterdam.
 Feb. 17, Dutch str. *Calder*, Koups, Jan. 4, from Amsterdam for Batavia.
 Feb. 17, Dutch str. *Terrate*, Tarkien, Jan. 10, from Amsterdam for Batavia.
 Feb. 18, British str. *Ulysses*, Beyan, Jan. 4, from Liverpool for Batavia.

VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
 FOR SYDNEY AND MELBOURNE.
 (Calling at Port Darwin, and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"ALDENHAM,"
 Captain St. John George, will be despatched as above on THURSDAY, 4th March, at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Passage, apply to
 GIBB, LIVINGSTON & Co., Agents.

Hongkong, 27th February, 1909. [333]

REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.
 S.S. "GHAEDE" About 11th March.
 For Freight and further information, apply to
 DODWELL & Co., Ltd., Agents.

Hongkong, 25th February, 1909. [1712]

FOR LONDON AND ANTWERP.

THE Steamship

"FLINTSHIRE,"

will be despatched as above on or about the 26th March, 1909.

For Freight or Passage apply
 JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 24th February, 1909. [378]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "kw," together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

| DESTINATION | VESSEL'S NAME | FLAG & REG. | DEPT. | CAPTAIN | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|---|------------------|-------------|-------|-----------------|-------------------------------|----------------------------|
| LONDON &c. via USUAL PORTS OF CALL. | DELTA | Brit. str. | 1 m. | B. W. H. Snow | P. & O. S. N. Co. | On 6th inst., at Noon. |
| LONDON & ANTWERP via SINGAPORE, &c. | NOBE | Brit. str. | 1 m. | G. Philippe | P. & O. S. N. Co. | About 10th inst. |
| LONDON & ANTWERP | FLINTSHIRE | Brit. str. | 1 m. | Malchow | JARDINE, MATHESON & Co., Ltd. | About 26th inst. |
| BREMEN & HAMBURG via STRAITS, &c. | ANDALUSIA | Ger. str. | k. w. | Malchow | HAMBURG-AMERIKA LINIE | On 9th inst. |
| ROTTERDAM & HAMBURG via STRAITS, &c. | WESTPHALIA | Ger. str. | k. w. | Babel | HAMBURG-AMERIKA LINIE | On 22nd inst. |
| ROTTERDAM & HAMBURG via STRAITS, &c. | DORTMUND | Ger. str. | k. w. | Babel | HAMBURG-AMERIKA LINIE | On 13th inst. |
| HARVE & HAMBURG via STRAITS, &c. | SAKONA | Ger. str. | k. w. | Kotze | HAMBURG-AMERIKA LINIE | On 5th April. |
| MARSEILLES & HAMBURG via STRAITS, &c. | ULTRIA | Ger. str. | k. w. | Babel | HAMBURG-AMERIKA LINIE | To-morrow. |
| MARSEILLES & HAMBURG via STRAITS, &c. | CONSTANTIA | Ger. str. | k. w. | Magnan | MESSAGERIES MARITIMES | To-day, at 1 P.M. |
| MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c. | AWA MARU | Jap. str. | 1 m. | A. Keith | NIPPON YUSEN KAISHA | To-morrow, at Daylight. |
| MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c. | TAMBA MARU | Jap. str. | 1 m. | C. H. Butler | NIPPON YUSEN KAISHA | On 17th inst., at D'light. |
| GENOA, MARSEILLES, LONDON & ANTWERP, &c. | ATSUTA MARU | Jap. str. | 1 m. | W. Thompson | NIPPON YUSEN KAISHA | About 7th April. |
| NEW YORK | PRINCESS ALICE | Ger. str. | 1 m. | P. Grossch | MELCHERS & Co. | On 10th inst., at Noon. |
| BOSTON & NEW YORK | ALBENGA | Ger. str. | 1 m. | Lorenzen | DODWELL & Co., Ltd. | On 11th inst. |
| VANCOUVER via SHANGHAI JAPAN, &c. | GHAEDE | Brit. str. | 1 m. | ... | CANADIAN PACIFIC R. Co. | To-day, at Noon. |
| VANCOUVER via SHANGHAI JAPAN, &c. | MONTAGLE | Brit. str. | 2 m. | ... | CANADIAN PACIFIC R. Co. | On 13th inst., at 7 A.M. |
| VICTORIA, B.C. & TACOMA via JAPAN, &c. | EMPEROR OF INDIA | Brit. str. | 1 m. | J. C. A. Hall | DODWELL & Co., Ltd. | On 11th inst. |
| VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. | GYMERIC | Jap. str. | 1 m. | M. Hagino | NIPPON YUSEN KAISHA | To-day, at Noon. |
| AUSTRALIAN PORTS via MANILA | TOSA MARU | Jap. str. | 1 m. | T. Harrison | NIPPON YUSEN KAISHA | On 16th inst., at Noon. |
| AUSTRALIAN PORTS via MANILA | ALDENHAM | Jap. str. | 1 m. | St. John George | GIBB, LIVINGSTON & Co. | On 4th inst., at 5 P.M. |
| AUSTRALIAN PORTS via MANILA | NIKKO MARU | Jap. str. | 1 m. | N. Yagi | NIPPON YUSEN KAISHA | On 19th inst., at Noon. |
| AUSTRALIAN PORTS via MANILA | PRINZ WALDEMAR | Jap. str. | 1 m. | Iseki | MELCHERS & Co. | On 24th inst., at 5 P.M. |
| AUSTRALIAN PORTS via MANILA | KUMANO MARU | Jap. str. | 1 m. | N. Mathieson | NIPPON YUSEN KAISHA | On 16th April, at Noon. |
| AUSTRALIAN PORTS via MANILA | CHANGSHA | Jap. str. | 1 m. | G. W. Eddy | MELCHERS & Co. | On 8th April, at 4 P.M. |
| AUSTRALIAN PORTS via MANILA | PRINZ WALDEMAR | Jap. str. | 1 m. | N. Mathieson | NIPPON YUSEN KAISHA | About 5th inst. |
| AUSTRALIAN PORTS via MANILA | KAMAKURA MARU | Jap. str. | 1 m. | N. Mathieson | NIPPON YUSEN KAISHA | On 6th inst., at D'light. |
| AUSTRALIAN PORTS via MANILA | KUMANO MARU | Jap. str. | 1 m. | N. Mathieson | NIPPON YUSEN KAISHA | On 17th inst., at Noon. |
| AUSTRALIAN PORTS via MANILA | THIAWONG | Jap. str. | 1 m. | N. Mathieson | NIPPON YUSEN KAISHA | Quick despatch. |
| AUSTRALIAN PORTS via MANILA | CHONGSHING | Jap. str. | 1 m. | N. Mathieson | NIPPON YUSEN KAISHA | To-day, at Noon. |
| AUSTRALIAN PORTS via MANILA | KANGHANG | Jap. str. | 1 m. | N. Mathieson | NIPPON YUSEN KAISHA | To-morrow, at 4 P.M. |
| AUSTRALIAN PORTS via MANILA | PALMA | Jap. str. | 1 m. | N. Mathieson | NIPPON YUSEN KAISHA | About 3rd inst. |
| AUSTRALIAN PORTS via MANILA | CRYLON MARU | Jap. str. | 1 m. | N. Mathieson | NIPPON YUSEN KAISHA | To-day. |
| AUSTRALIAN PORTS via MANILA | KUTSANG | Jap. str. | 1 m. | N. Mathieson | NIPPON YUSEN KAISHA | To-day, at Noon. |
| AUSTRALIAN PORTS via MANILA | KWONGSANG | Jap. str. | 1 m. | N. Mathieson | NIPPON YUSEN KAISHA | To-morrow, at Noon. |
| AUSTRALIAN PORTS via MANILA | LINAN | Jap. str. | 1 m. | N. Mathieson | NIPPON YUSEN KAISHA | On 4th inst., at 4 P.M. |
| AUSTRALIAN PORTS via MANILA | MACEDONIA | Jap. str. | 1 m. | N. Mathieson | NIPPON YUSEN KAISHA | About 5th inst. |
| AUSTRALIAN PORTS via MANILA | TINGSANG | Jap. str. | 1 m. | N. Mathieson | NIPPON YUSEN KAISHA | On 5th inst., at Noon. |
| AUSTRALIAN PORTS via MANILA | WINGSANG | Jap. str. | 1 m. | N. Mathieson | NIPPON YUSEN KAISHA | On 7th inst., at D'light. |
| AUSTRALIAN PORTS via MANILA | ANBU | Jap. str. | 1 m. | N. Mathieson | NIPPON YUSEN KAISHA | On 10th inst. |
| AUSTRALIAN PORTS via MANILA | AMERICA | Jap. str. | 1 m. | N. Mathieson | NIPPON YUSEN KAISHA | About 12th inst. |
| AUSTRALIAN PORTS via MANILA | PRINZ LUDWIG | Jap. str. | 1 m. | N. Mathieson | NIPPON YUSEN KAISHA | On 15th inst., P.M. |
| AUSTRALIAN PORTS via MANILA | CALEDONEN | Jap. str. | 1 m. | N. Mathieson | NIPPON YUSEN KAISHA | On 20th inst. |
| AUSTRALIAN PORTS via MANILA | BRIGAVIA | Jap. str. | 1 m. | N. Mathieson | NIPPON YUSEN KAISHA | Quick despatch. |
| AUSTRALIAN PORTS via MANILA | THIAWONG | Jap. str. | 1 m. | N. Mathieson | NIPPON YUSEN KAISHA | To-morrow, at 8 A.M. |
| AUSTRALIAN PORTS via MANILA | SHOSHU MARU | Jap. str. | 1 m. | N. Mathieson | NIPPON YUSEN KAISHA | On 7th inst., at 10 A.M. |
| AUSTRALIAN PORTS via MANILA | DAIJIN MARU | Jap. str. | 1 m. | N. Mathieson | NIPPON YUSEN KAISHA | On 5th inst., at Noon. |
| AUSTRALIAN PORTS via MANILA | FOOSHING | Jap. str. | 1 m. | N. Mathieson | NIPPON YUSEN KAISHA | Quick despatch. |
| AUSTRALIAN PORTS via MANILA | TIJIMAH | Jap. str. | 1 m. | N. Mathieson | NIPPON YUSEN KAISHA | To-day, at Noon. |
| AUSTRALIAN PORTS via MANILA | HAITAN | Jap. str. | 1 m. | N. Mathieson | NIPPON YUSEN KAISHA | To-morrow, at Noon. |
| AUSTRALIAN PORTS via MANILA | HAIMUN | Jap. str. | 1 m. | N. Mathieson | NIPPON YUSEN KAISHA | On 5th inst., at Noon. |
| AUSTRALIAN PORTS via MANILA | HAIRANG | Jap. str. | 1 m. | N. Mathieson | NIPPON YUSEN KAISHA | On 12th inst., at 4 P.M. |
| AUSTRALIAN PORTS via MANILA | TAMING | Jap. str. | 1 m. | N. Mathieson | NIPPON YUSEN KAISHA | On 13th inst., at Noon. |
| AUSTRALIAN PORTS via MANILA | RUBI | Jap. str. | 1 m. | N. Mathieson | NIPPON YUSEN KAISHA | On 4th inst., at 9 A.M. |
| AUSTRALIAN PORTS via MANILA | TEAN | Jap. str. | 1 m. | N. Mathieson | NIPPON YUSEN KAISHA | On 4th inst. |
| AUSTRALIAN PORTS via MANILA | ZATIRO | Jap. str. | 1 m. | N. Mathieson | NIPPON YUSEN KAISHA | On 6th inst., at Noon. |
| AUSTRALIAN PORTS via MANILA | BORNI | Jap. str. | 1 m. | N. Mathieson | NIPPON YUSEN KAISHA | To-day, at Noon. |
| AUSTRALIAN PORTS via MANILA | MOYORI MARU | Jap. str. | 1 m. | N. Mathieson | NIPPON YUSEN KAISHA | To-day, at Noon. |
| AUSTRALIAN PORTS via MANILA | NAMANG | Jap. str. | 1 m. | N. Mathieson | NIPPON YUSEN KAISHA | To-day, at Noon. |
| AUSTRALIAN PORTS via MANILA | SHANTUNG | Jap. str. | 1 m. | N. Mathieson | NIPPON YUSEN KAISHA | To-day, at Noon. |

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., SEATTLE & TACOMA VIA MOJI, KOBE AND YOKOHAMA.

| Steamer. | Tons. | Captain. | Sailing Date. |
|----------|-------|---------------|----------------|
| GYMERIC | 4,002 | J. C. A. Hall | On 11th March. |
| KUMERIC | 6,232 | F. S. Cowley | On 8th April. |
| INVERIC | 4,789 | R. J. Howie | On 6th May. |
| SUVERIC | 6,232 | W. Shotton | On 3rd June. |

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,
 GENERAL AGENTS,
 QUEEN'S BUILDINGS.
 Hongkong, 17th February, 1909.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

| FOR | STEAMERS | TO SAIL |
|--|--------------------------------------|---------------------------------|
| KUDAT & SANDAKAN | "BORNEO" Capt. F. Sembill | Thursday, 4th Mar., at 9 A.M. |
| YOKOHAMA & KOBE | "PRINZ WALDEMAR" Capt. Iseki | About Friday, 5th March. |
| NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN | "PRINCESS ALICE" Capt. P. Grossch | Wed'day, 10th Mar., at Noon. |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | "PRINZ LUDWIG" Capt. F. v. Binzer | About Friday, 12th March. |
| MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE | "PRINZ WALDEMAR" Capt. Iseki | Thursday, 25th March, at 5 P.M. |

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
 MELCHERS & Co.,
 GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 1st March, 1909.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAIN A REGULAR SCHEDULE SERVICE OF 12 days Across the Pacific to the "EMPERESS LINE," Saving 5 to 10 days' Ocean Travel.
 12 DAYS YOKOHAMA to VANCOUVER.
 21 DAYS HONGKONG to VANCOUVER.

| PROPOSED SAILINGS. (Subject to Alteration.) | LEAVE HONGKONG | ARRIVE VANCOUVER |
|---|----------------------|------------------|
| "MONTAGLE" | Tuesday, 2nd March | 26th March |
| "EMPERESS OF INDIA" | Saturday, 13th March | 2nd April |
| "EMPERESS OF JAPAN" | Saturday, 10th April | 30th April |
| "EMPERESS OF CHINA" | 1st May | 22nd May |
| "MONTAGLE" | Tuesday, 11th May | 4th June |
| "EMPERESS OF CHINA" | Saturday, 22nd May | 12th June |

"EMPERESS" Steamships will depart from HONGKONG at 7 A.M. S.S. "MONTAGLE" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co's NEW CANADIAN "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York £71.10

Intermediate on Steamers) £40 " £42.

and 1st Class Railway) £40 " £42.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

| FOR | STEAMERS | TO SAIL |
|---------------------------|-----------------------------|-----------------------|
| MARSEILLES via PORTS | "SALAIZIE" Capt. Magnan | On 2nd March, 1 P.M. |
| SHANGHAI, KOBE & YOKOHAMA | "CALEDONEN" Capt. X | On 15th March, P.M. |
| MARSEILLES via PORTS | "TOURANE" Capt. Lancelin | On 16th March, 1 P.M. |

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Ceylon, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. DE CHAMPMORIN, AGENT,
 Queen's Building,
 Hongkong, 24th February, 1909.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELTA,"

Captain B. W. H. Snow, carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 6th March, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "CHINA," 8,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for Franco and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "ARABIA" due in London on the 16th April, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
 E. A. HEWETT,
 Superintendent,
 Hongkong, 22nd February, 1909. [1]

DAMPFSCHIFFS-REHDEREI "UNION" ACTIEN-GESELLSCHAFT.

For NEW YORK.

(With Liberty to Call at Malabar Coast).

THE Steamship

"ALBENGA,"

Captain Lorenzen, will be despatched as above on the 18th March.

For Freight apply to
 CARLOWITZ & Co.,
 Agents,
 Hongkong, 25th February, 1909. [377]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA in connection with the CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to
 DODWELL & CO., LIMITED,
 General Agents for China and Japan,
 Hongkong, 4th August, 1898. [9]

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | TO SAIL | REMARKS |
|---|--------------------------------------|---------------------|-------------------------------|
| SHANGHAI, CHINWANTAO, MOU, KONG and YOKOHAMA | PALMA Capt. G. W. Cookman, R.N.R. | About 3rd March | Freight only |
| SHANGHAI | MACEDONIA Capt. C. D. Bennett | About 5th March | Freight and Passage. |
| LONDON VIA USUAL PORTS OF CALL | DELTA Capt. B. W. H. Snow | Noon, 6th March | See Special Advertisement. |
| LONDON and ANTWERP VIA SINGAPORE, PEN- ANG, COLOMBO PORT SAID and MARSEILLES | NORE Capt. G. Phillips | About 10th March | Freight and Passage. |

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 25th February, 1909.

CHINA NAVIGATION CO., LD. SAILINGS SUBJECT TO ALTERATION.

| FOR | STEAMERS | TO SAIL |
|--|------------|-----------------------|
| SAMARANG and SOERABAYA | "SHANTUNG" | On 2nd March, Noon. |
| MANILA | "TAMING" | On 2nd March, 3 P.M. |
| CHEFOO and NEWCHWANG | "NANCHANG" | On 3rd March, 4 P.M. |
| SHANGHAI | "LINAN" | On 4th March, 4 P.M. |
| SHANGHAI | "ANHUI" | On 7th March, 11 P.M. |
| MANILA | "TEAN" | On 10th March, 3 P.M. |
| MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNS- VILLE, BRISBANE, STONEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH | "CHANGSHA" | On 8th April, 4 P.M. |

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. SHANGHAI LINE—SCHEDULE STEAMERS leaving every Thursday and Sunday. SCHEDULE SHANGHAI STEAMERS have excellent accommodation. Electric Light throughout and Electric Fans in State-rooms and Dining Saloon. Fare \$40 Single and \$70 Return. Take cargo on through Bills of Lading to all Yangtze and Northern China Ports. TELEPHONE 36.

For Freight or Passage apply to—
Hongkong, 2nd March, 1909.BUTTERFIELD & SWIRE,
AGENTS.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

| STEAMERS | FOR | LEAVING |
|-----------------------------------|------------------------|--------------------------------|
| "HAITAN," Capt. J. S. Roach | SWATOW AMOY & FOOCHOW | TUESDAY, 2nd March, at Noon. |
| "HAIMUN," Capt. Evans | SWATOW | WEDNESDAY, 3rd March, at Noon. |
| "HAIYANG," Capt. A. E. Hodgins | SWATOW, AMOY & FOOCHOW | FRIDAY, 5th March, at Noon. |

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 2nd March, 1909.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

| FOR | THE CO.'S S.S. | LEAVING |
|---------------------|----------------|---------------------------------|
| * ANPING VIA SWATOW | "SHOSHU MARU" | WEDNESDAY, 3rd March, at 8 A.M. |
| * TAMSUI VIA SWATOW | "DAIJIN MARU" | SUNDAY, 7th March, at 10 A.M. |

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Unrivaled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 2nd March, 1909.

T. ARIMA, Manager

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

| FOR | STEAMERS | TO SAIL |
|--------------------------------|---------------|-----------------------------|
| * TIENTSIN VIA SWATOW | "CHEONGSHING" | Tuesday, 2nd March, Noon. |
| * SHANGHAI VIA SWATOW | "KUTONG" | Tuesday, 2nd March, Noon. |
| * SHANGHAI VIA SWATOW | "KUTONG" | Wednesday, 3rd March, Noon. |
| * SHANGHAI | "TUNGSHING" | Friday, 5th March, Noon. |
| * SHANGHAI | "FOOSHING" | Friday, 5th March, Noon. |
| * SINGAPORE, PENANG & CALCUTTA | "NAMSANG" | Saturday, 6th March, Noon. |
| * SINGAPORE | "WINGSANG" | Saturday, 6th March, 4 P.M. |
| * MANILA | "YUENSANG" | Friday, 12th March, 4 P.M. |

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTONG," "NAMSANG" and "YUENSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a 1 to 17 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
Hongkong, 2nd March, 1909.

GENERAL MANAGERS.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine, SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

| STEAMSHIP | TONS. | CAPTAIN | FOR | SAILING DATE. |
|-----------|-------|--------------|--------|---------------------|
| RUBI | 2540 | R. W. Almond | Manila | On 6th Mar., Noon. |
| ZAFIRO | 2540 | R. Rodger | Manila | On 13th Mar., Noon. |

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
GENERAL MANAGERS.

Hongkong, 1st March, 1909.

[14-174]

EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION STEAMERS DATE OF SAILING.

For Further Particulars apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 19th February, 1909.

6

NIPPON YUSEN KAISHA.

EXTRA PASSENGER SERVICE NEW STEAMERS—
EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE,
COLOMBO, SUEZ AND PORT SAID.THE CO.'S NEWLY BUILT 9000 TONS PASSENGER STEAMERS WILL BE DESPATCHED
FROM HONGKONG AS FOLLOWS:

| | | |
|---------------|-----------------------|-----------------------|
| ATSUTA MARU | (Capt. W. THOMPSON) | About Wed. 7th April. |
| MIYASAKI MARU | (Capt. W. BAINBRIDGE) | About Wed. 5th May. |
| KITANO MARU | (Capt. —) | About Wed. 2nd June. |
| HIRANO MARU | (Capt. H. FRASER) | About Wed. 30th June. |

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further particulars apply to

NIPPON YUSEN KAISHA.

Hongkong, 24th February, 1909.

[93]

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

| DESTINATIONS. | STEAMERS. | TONS. | SAILING DATES. |
|---|-------------------------------------|-------|------------------------------------|
| MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID | AWA MARU Capt. A. Keith | 6309 | WEDNESDAY, 3rd March, at Daylight |
| VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBÉ, YOKKAICHI, and YOKOHAMA | TAMBA MARU Capt. C. H. Butler | 6134 | WEDNESDAY, 17th March, at Daylight |
| SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE | KAGA MARU Capt. M. Hagino | 6301 | TUESDAY, 2nd March, at Noon |
| SHANGHAI, MOJI, KOBÉ, YOKKAICHI, and YOKOHAMA | TOSA MARU Capt. T. Harrison | 5827 | TUESDAY, 16th March, at Noon |
| BOMBAY via SINGAPORE, KOBÉ and COLOMBO | NIKKO MARU Capt. M. Yagi | 5539 | FRIDAY, 19th March, at Noon |
| KOBÉ and YOKOHAMA | KUMANO MARU Capt. N. Matheson | 5076 | FRIDAY, 16th April, at Noon |
| NAGASAKI, KOBÉ and YOKOHAMA | CEYLON MARU Capt. Fred. Price | 5068 | TUESDAY, 2nd March, at Noon |
| | MOYORI MARU Capt. J. C. Richards | 3265 | THURSDAY, 4th March, at Noon |
| | KAMAKURA MARU Capt. Wm. Wade | 6126 | SATURDAY, 6th March, at Daylight |
| | KUMANO MARU Capt. N. Matheson | 5076 | WEDNESDAY, 17th March, at Noon |

* Omitting Yokkaichi.
† Fitted with Marconi's System of Wireless Telegraphy.
‡ Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chester Road.

Hongkong, 24th February, 1909.

T. KUSUMOTO,
MANAGER.

[15]

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.
Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD:

| | |
|--------------------------------|--------------------------|
| FOR SHANGHAI, YOKOHAMA & KOBÉ: | FOR BREMEN & HAMBURG: |
| S.S. AMBIA | S.S. ANDALUSIA |
| S.S. BRISGAVIA | S.S. CONSTANTIA |
| S.S. BELGRAVIA | FOR ROTTERDAM & HAMBURG: |
| S.S. SILEBIA | S.S. WESTPHALIA |
| S.S. SUBVIA | FOR HAVRE & HAMBURG: |
| S.S. SCANDIA | S.S. SAKONIA |
| S.S. SENGAMI | FOR ROTTERDAM & HAMBURG: |
| S.S. SEGOVIA | S.S. DOBERMUND |
| | FOR HAVRE & HAMBURG: |
| | S.S. JULYBIA |

Further Particulars apply to

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 25th

12

SOUTH MANCHURIA RAILWAY

SHORTEST AND QUICKEST ROUTE

BETWEEN
CHINA AND EUROPE VIA DAIREN (DALNY).

MAIN RAILWAY LINE—Semi-Weekly Express Service from Dairen to Changchun (Kwancheung), in connection with Siberian Express trains at Harbin, by a train composed of excellently equipped Sleeping and Dining Cars expressly built for the Company by the Pullman Car Co.

BRANCH RAILWAY LINES:

RYOJUN LINE—For Ryojun (Port Arthur), 2 hours from Dairen.
YINGKOU LINE—For Yingkou (Newchang), 3 hours from Tashichiao Junction.
FUSHUN LINE—For the famous Fushun Collieries from Suchiatun Junction.

ANTUNG-HSIAO LINE—A light railway from Mukden to Antung-Hsiao connecting with the Korean Railway.
STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passenger Steamer "KORU MARU" (2,877 tons) sailing from Dairen every Monday and from Shanghai every Friday, in connection with the South Manchurian Express and Trans-Siberian Route (International Train de Lure).

RAILWAY HOTELS—"YAMATO" HOTEL (Tel. Add. "Yamato").
At DAIREN (Dalny), PORT ARTHUR and CHANGCHUN (KWANCHENGZU), all managed by the Company and provided with every convenience, luxury, and comfort.

TICKETS AGENTS in the FAR EAST and EUROPE: Messrs. THOS. COOK & SON and the INTERNATIONAL SLEEPING CAR & EXPRESS TRAINS CO.

FUSHUN COLLIERIES—Fushun Steam Coal is supplied at Dairen, Yingkou, &c. Fresh stock always on hand.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.

Tel. Add. "MANTETSU." Codes: A.B.C., 5th Ed., AI, and Lieber's.

[137]

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office for the Far East:—
16, DES VŒUX ROAD,
HONGKONG.Japan Office:—
14, WATER STREET,
YOKOHAMA.

"HONGKONG DAILY PRESS" PUBLICATIONS.

| | |
|--|-------------|
| DIRECTORY AND CHRONICLE OF THE FAR EAST | \$10.00 |
| Do. Do. Small Edition | 6.00 |
| CHILDREN OF FAR CATHAY, Social and Political Novel, by C. J. Halcombe | 8.50 |
| THE JUBILEE OF HONGKONG, being an Historical Sketch to which is added an Account of the Celebrations in 1891 | 1.00 |
| THE HONGKONG TYPHOON, Sept. 18th, 1906, Illustrated Account | 0.50 |
| TEMPORARY MINING REGULATIONS IN CHINA | 0.50 |
| REGULATIONS FOR RAILWAY CONSTRUCTION IN CHINA | 0.50 |
| HONGKONG HANDBOOKS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL, Published Annually | 4.00 |
| MOUNTINGS OF NAVAL GUNS and their Subsequent Use with the Lady Smith Relief Column | 1.00 |
| WABEKE EXPLOITS OF THE MERCHANT NAVY, by J. E. Featherstonhaugh | 1.00 |
| POLITICAL OBSTACLES TO MISERABLE SUCCESS IN CHINA | 0.25 |
| TRADE MARK REGULATIONS IN CHINA | 0.25 |
| FROM HONGKONG TO CANTON, BY THE PEARL RIVER—"A Book for the Globetrotter," by Capt. C. V. LLOYD, with Maps and Illustrations | \$1.90 |
| HONGKONG WEEKLY PRESS, half yearly vol. bound | 7.50 |
| FIFTY YEARS ANGLO-CHINESE CALENDAR, 1861 to 1913 | 2.00 |
| RATES OF EXCHANGE AT HONGKONG English Mail days 1874 to 1907 | 2.00 |
| BOMBAY RATES OF EXCHANGE AT HONGKONG, English Mail Days 1893 to 1905 | 1.00 |
| CALLED OUT: or the Chang Wan Daughter, an Anglo-Chinese Romance, by Chas. J. H. Halcombe | 2.00 |
| SKETCH OF THE WEST RIVER | 0.25 |
| PLAN OF VICTORIA | 1.00 |
| " " KOWLOON | 0.75 |
| " " PEAK | 0.75 |
| " " NEW TERRITORY | 0.75 |
| " " CANTON | 0.50 |
| POWER OF ATTORNEY FORM | 5.20 |
| MAIL TABLES for 1908 | 0.80 & 0.80 |

SHIPPING IN PORT.

STEAMERS.

ANDALUSIA, German str., 5,432, F. Block, 28th Feb.—Shanghai 24th Feb., General—Hamburg-America Linie.

ANGHUI, German str., 1,001, C. Kumpel, 24th Feb.—Bangkok 12th February, Rice and General—Butterfield & Swire.

BARON DALMEY, British str., 2,503, Hey, 28th Feb.—Cardiff 9th Jan., Patent Fuel—British Government.

CARL DIETRICHSEN, German str., 774, J. Kayer, 27th Feb.—Haiphong and Hoihow 26th February, General—Jensen & Co.

CHONGSHING, British str., 1,256, Liddel, 22nd Feb.—Tsingtau 16th & Swatow 21st Feb., General—Jardine, Matheson & Co.

CHITO MARU, Japanese str., 13,426, W. W. Greene, 28th Feb.—San Francisco 30th Jan., General—Toyo Kisen Kaisha.

DERWENT, British str., 1,552, J. Jenkins, 17th February—Saigon 13th February, Rice—Chinese.

EMPRESS OF INDIA, British str., 3,032, E. Beetham, 20th Feb.—Vancouver 23rd Jan., General—C. P. R. Co.

EBROIL, British str., 2,889, L. James, 23rd Feb.—Bangkok 21st Feb., Ballast—Doddwell & Co.

FOOCHOW, British str., 1,223, Vincent, 23rd Feb.—Chinking 23rd February, General—Butterfield & Swire.

FOOSHING, British str., 1,423, Lishman, 26th February—Moji 20th February, Coal—Jardine, Matheson & Co.

HAITAN, French str., 377, O. A. Hoeg, 23rd Feb.—Pakhoi via Hoihow 26th February, General and Pigs—A. R. Marty.

HAITAN, British str., 1,185, J. S. Roach, 23rd Feb.—Swatow 27th February, General—Douglas, Lapraik & Co.

HALVARD, Norwegian str., 1,056, R. Ronneberg, 26th February—Haiphong 24th February, General—Aagaard, Thorsen & Co.

HANOI, French str., 739, T. Pannier, 24th February—Haiphong, Pakhoi, Hoihow and Kwong-chow-wan 23rd February, General—A. R. Marty & Co.

HELENE, German str., 771, Jensen, 26th Feb.—Swatow 25th Feb., General—Jensen & Co.

HONGKONG, French str., 742, Cornelissen, 24th Feb.—Haiphong and Hoihow 22nd Feb., General—A. R. Marty.

ICHANG, British str., 1,225, Tuelien, 23rd Feb.—Hankow 17th Feb., General—Butterfield & Swire.

JACOB DIETRICHSEN, German str., 623, A. Hansen, 26th Feb.—Pakhoi and Hoihow 25th Feb., Pigs and General—Jensen & Co.

JOSHI MARU, Japanese str., 1,859, K. Hayashi, 5th Feb.—Moji 30th Jan., Coal—Ataka & Co.

KAGA MARU, Japanese str., 3,906, M. Hagino, 22nd Feb.—Shanghai 19th Feb., General—Nippon Yusen Kaisha.

KJELD, Norwegian str., 910, Heller, 21st Feb.—Dairen 15th February, General—Aagaard, Thorsen & Co.

KUTSANO, British str., 3,100, R. C. D. Bradley, 24th Feb.—Calcutta 9th Feb., General—Jardine, Matheson & Co.

KWANGTAI, Chinese str., 1,536, W. H. Lunt, 19th Feb.—Shanghai 17th Feb., General—Chinese.

KWONGKANG, British str., 1,428, W. P. Baker, 27th Feb.—Shanghai & Swatow 23rd Feb., General—Jardine, Matheson & Co.

MACHREY, German str., 996, Zollner, 25th Feb.—Bangkok 15th February, Rice and Teakwood—Norddeutscher Lloyd.

MANCHURIA, American str., 8,750, D. E. Friele, 19th Feb.—San Francisco 23rd January, Mails & General—Pacific Mail Steamship Co.

MEIPOO, Chinese str., 1,339, F. McArthur, 27th Feb.—Shanghai 23rd Feb., General—C. M. S. N. Co.

MONTEAGLE, British str., 3,953, W. Davison, 17th Feb.—Vancouver B.C. 17th January, General—Canadian Pacific Railway Co.

NINROPO, British str., 1,223, B. Richards, 23rd Feb.—Hongay 19th February, Coal—Butterfield & Swire.

NORD, Norwegian str., 733, G. Haraldson, 26th Feb.—Saigon 21st Feb., Fish and Rice—Aagaard Thorsen & Co.

PING-UEY, British str., 4,150, J. Barber, 23rd Feb.—Liverpool via ports 23rd January, General—Butterfield & Swire.

SHANTUNG, German str., 1,000, Gossowich, 27th February—Bangkok 19th February, Rice and Wood—Butterfield & Swire.

SHINGO MARU, Jap. str., 1,420, Y. Furukawa, 24th Feb.—Moji 17th Feb., Coal—Nippon.

SINGAN, British str., 1,047, F. Jamieson, 25th February—Haiphong and Hoihow 23rd February, General—Butterfield & Swire.

TAMING, British str., 1,350, A. Somerville, 26th Feb.—Manila 23rd Feb., Tobacco, Hemp and Sugar—Butterfield & Swire.

TIENTSIN, British str., 1,227, G. W. Fyfe, 15th Feb.—ourabaya 21st Jan. and Samarang 2nd Feb., Sugar—Butterfield & Swire.

TINGANG, British str., 1,045, R. Y. Andrew, 23rd Feb.—Chinking 19th Feb., General—Jardine, Matheson & Co.

TITAN, British str., 5,720, H. Day, 24th Feb.—Tacoma via ports 27th Jan., Flour and General—Butterfield & Swire.

TSINGTAO, German str., 1,002, Bricken, 28th Feb.—Bangkok 18th and Swatow 27th Feb., General—Butterfield & Swire.

WAKANATSUBU MARU, Jap. str., 1,732, Aikawa, 23rd Feb.—Wakanatsubu 17th Feb., Coal—Mitsui Bishi Kaisha.

WINGSANG, British str., 1,517, Jas. Smith, 23rd Feb.—Chinwantao 20th and Chetchoo 22nd Feb., Coal—Jardine, Matheson & Co.

WRINDEBOLD, British str., 2,965, Sowden, 25th Feb.—San Francisco 5th Jan. and Moji 20th Feb., Bulk Oil—Standard Oil Co.

YOSHIO MARU, Japanese str., 2,531, Kabayashi, 28th Feb.—Kutchinatzu 23rd Feb., Coal—Osaka Shosha Kaisha.

